

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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## Manufacturers' Record.

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BALTIMORE, MAY 11, 1894.

## The Richmond & Danville Railroad Co. Endorses the Proposed Southern Exposition in Baltimore.

WASHINGTON, D. C., May 8.

Editor Manufacturers' Record:

I have conferred with the management of this company with reference to the proposed Southern Exposition in Baltimore, and they instruct me to say that we will heartily co-operate with you in any and every way we can to get this movement on foot; will give our most earnest support to the enterprise and aid the city of Baltimore as best we can in carrying it to a successful conclusion. I do not believe an exposition could be held at any point that would do the Southern States so much good as in the city of Baltimore; therefore, I will be glad to hear from you further on this line, and will help to carry out any suggestions that you or your people may make.

W. A. TURK,

General Passenger Agent.

## Information Wanted.

The MANUFACTURERS' RECORD wants information about Southern industrial and business matters. It invites correspondence from every one who has anything of public interest, whether it be in the shape of discussion of business matters that concern the South's prosperity, the building of a new factory of any kind, the enlargement of an old one, the opening of a mine, the projection or the construction of a railroad, or whatever it may be that relates to Southern advancement. The MANUFACTURERS' RECORD aims to be the medium of communication between the business interests of the South—a medium through which manufacturers and others can express their views and give any facts relating to their own business or to the business of the country, as well as to be the medium through which the business interests of the South shall be made known to the people of the whole country. Every manufacturer in the South must at times have information that would be of interest and value to others, the publication of which would help the South. The MANUFACTURERS' RECORD invites all such correspondence.

## A Great Southern Immigration Convention.

The enthusiasm that is being aroused throughout the South in the vital question of immigration will find expression in what promises to be the most important convention of Southern people that has been held for many years. The Young Men's Business League of Augusta, Ga., acting in conjunction with Governor Northen, of that State, and with others, has issued a call for a general convention to be composed of the governors of the various Southern States, railroad officials and delegates at large from each congressional district of the South. The indications promise a very large attendance of railroad officials and others interested in this subject. In order to secure the attention and co-operation of Northern and Western people invitations are being issued by Augusta to over 10,000 capitalists and business men in the North and West.

The MANUFACTURERS' RECORD has labored so persistently and vigorously to awaken this interest on the part of the Southern people that it rejoices to see so much enthusiasm upon this subject. Immigration—that is, the immigration of the better class of Northern and Western people and of the better class of foreigners—is essential to the best and fullest development of the South's resources. The Augusta convention promises to open the way for a great movement in behalf of immigration.

## The New England Way.

The MANUFACTURERS' RECORD has repeatedly sought to impress upon the South the importance of making known its advantages and attractions. We may have the world's garden spot, a climate of unequalled charm, scenery that might well draw thousands of visitors and all other advantages, but they would prove of no tangible value, so far as enriching this section is concerned, unless the world at large is made aware of them. If New England, with all of its wealth, with all the wide acquaintanceship of the people of this country as to its attractions for summer visitors, finds need for a combination advertising scheme, we can then begin to see how important it is for the South to persistently and tirelessly work in making known its advantages. The hotel and boarding-house people of all New England have united in the organization of the New England Summer Resort Association, a legally incorporated company, which has established a bureau in New York with the expectation of spending at least \$40,000 a year for the next five or six years in advertising the attractions of New England for summer visitors. What New England is doing should impress upon the South the necessity of the widest advertising, not

spasmodically, but steadily, year in and year out, as it is only in this way that good results can be attained.

## Southern Financial Conditions

April bank clearances present a striking object-lesson as to what sections were most affected by the financial and business disturbances. There was a falling off in totals of 25 per cent. as compared with the same month of 1893. Only ten cities out of seventy-eight reporting to Bradstreet's show increases. Norfolk, Va., leads the country in volume of gain, having an increase over April, 1893, of \$917,539. Omaha, Neb., comes next, with an increase of \$855,738. Three other Southern cities are among the ten showing gains, viz, Dallas, Texas, with \$102,106; Savannah, Ga., \$106,679, and Waco, Texas, \$333,828. Chicago leads the other sixty-eight in decreases, its total bank clearings for the month being over \$100,000,000 less than in April, 1893. Of the larger cities Baltimore makes the best showing, its percentage of decrease being the smallest. The percentage of decrease by the Southern cities is less than that for the country, being but little over 20 per cent.

MARBLE, which the democrats declare to be the subject of another trust, gets a large increase in duties, and the rates are made specific. This is due to the fact that Tennessee is so largely interested in that product. But granite and other stone, even when it comes in partially manufactured, remains practically on the free list, as originally agreed upon, for the simple reason that the Southern States are not interested.—Philadelphia Press.

Is it necessary for the Press to misstate facts in order to bolster up its arguments? The South is interested in granite. It has unlimited quantities, and it has in operation many successful granite quarries in Maryland, Virginia, Carolina, Georgia and elsewhere. Why not be honest?

THE Herald, of Augusta, Ga., says:

We are glad to see the MANUFACTURERS' RECORD taking such prominent interest in the development of direct trade from the West through Southern ports to Europe. With the MANUFACTURERS' RECORD speaking out so boldly for the advantages of the Southern ports there can be nothing but success in the opening of Southern outlets.

It has been the persistent work of the MANUFACTURERS' RECORD for years to turn business through Southern ports. The MANUFACTURERS' RECORD has probably published more on this subject than any half-dozen papers in the United States.

ALABAMA iron-makers continue to push their product into all parts of the country. Last week the Alabama Rolling Mill shipped a trainload of merchant-bar iron direct to San Francisco. When the Nicaragua Canal has been constructed the coal and iron producers of the South will be able to put their product into Pacific coast markets to good advantage.

## The West and South Uniting for Foreign Trade.

The recent convention held in Wichita, Kans., with a view to the encouragement of direct trade between the West and Europe through Southern points, adjourned to meet in New Orleans on June 12. The business associations of the latter city have now united in an invitation to all the commercial organizations in the South and West to send delegates to this meeting. It is desired that as large a gathering shall be secured as possible in order to fully discuss the great question of the business union of the West and South, not on lines of sectionalism nor of financial theories, but on the solid basis of the natural advantages of Southern ports for handling the exports of the West and the imports needed by that section. This great move is simply an inevitable outcome of the southward trend of all business interests. Instead of shipping its produce to Europe through north Atlantic ports and importing through the same, the mighty West has awakened to the realization of the greater profit of doing business through Southern ports. The result of this new order of things means a vast increase in the traffic of Southern railroads, a great development of south Atlantic and gulf ports and a closer commercial and manufacturing intercourse between the West and the South.

The compromise tariff bill proposed in the Senate is a vast improvement over the Wilson bill. It would not prove so destructive to as many interests as the former, though it still leaves the rate on coal at a figure far too low to afford reasonable protection to that great industry. The new rate on pig iron would afford Southern furnaces a fair measure of protection, and thus prevent the crippling of that business, so seriously threatened by the Wilson bill. The business men of this country have had a good chance to study the free-trade teachings of Mr. Wilson and his associates, and they are becoming very fully convinced that they want no such destructive measure. Should the revised Senate bill become a law there will be a good chance for renewed prosperity, though it behooves the senators who have wisely made this fight to give a better showing to coal and a few other interests.

It is now reported that further investigations made by the officials of the German army prove that the first reports as to the desirability of peanut meal as a food were premature. Later investigations indicate, so it is reported by Consul-General Edwards, "that peanut flour or grits cannot be regarded as healthy or nourishing as a regular diet, and has been discontinued in the German army."



## THE WEEK IN THE SOUTH.

## Condition of Business and the Latest Features of Southern Progress Summarized.

A general survey of the Southern situation shows that, despite the delay on the tariff and the labor troubles that are disturbing other sections, there are many indications of improvement in the industrial interests of the whole South. A number of railroad enterprises are being pushed, the most extensive being a projected system of 350 miles in Arkansas, contracts for which are being let, while several shorter lines and three or four lumber roads have been commenced. Electric railroads are receiving considerable attention. In Baltimore a \$500,000 power-house is to be built for an electric system now in operation. The changing of the street railways in New Orleans to electric power is under way. Considerable attention is being given to new cotton mills, and among the new ones reported for the week is a 25,000-spindle mill in South Carolina, commencement of work upon a 10,000-spindle mill in the same State, a \$100,000 company projected in North Carolina, and a \$350,000 company now being organized in Georgia. Among other important industrial enterprises reported in the MANUFACTURERS' RECORD for the week are a canning factory in Alabama; a 45-barrel flour mill and two lumber mills in North Carolina; a \$100,000 coal-land purchase, a coal mine, a \$100,000 lumber company and two saw mills in West Virginia; a \$45,000 iron bridge in Tennessee; a chair factory, two saw mills, an ice factory and a flour mill in Kentucky; a \$40,000 lumber company, a \$10,000 planing mill and a 15-ton ice factory in Georgia; a \$500,000 lumber company and an ice factory in Mississippi; a \$20,000 terra-cotta company, an ice factory and a 50-barrel flour mill in Maryland; a \$15,000 flour mill, \$30,000 cottonseed-oil company, a \$25,000 iron company and a \$20,000 publishing company in Texas; a fibre factory, two ice factories, two cigar factories and several saw mills in Florida.

Increasing activity in building operations is indicated by the long list of new buildings let to contract, the number of schools being unusually large. Among the buildings reported for the week are a \$100,000 school in Georgia, a \$22,000 school in Louisiana and a \$20,000 school in Alabama; a \$10,000 Masonic temple in Macon, \$30,000 business block in Fort Worth, \$100,000 public building in Georgia, \$15,000 Odd Fellows' hall in Georgia, \$30,000 business house in Knoxville, \$65,000 hotel in Tampa, \$25,000 business house in Jacksonville, etc.

REPORTS from Athens, Texas, state that coal has been discovered near that place in large quantities, and that the master mechanic of the St. Louis & Southern Railroad has pronounced it to be of good quality. This dispatch says that the vein is about nine feet thick.

THE first strawberry shipment of the season left Van Buren, Ark., last week. It will require 200 cars to transport the crop from that point this season. The Missouri Pacific will run a daily strawberry train to Kansas City, scheduled at forty miles an hour.

THE citizens of Thibodaux, La., are raising funds to secure an outlet to the Gulf of Mexico. It is proposed to deepen Terrebonne bayou, which is navigable as far as Houma, La., from that point to Thibodaux.

W. H. BROWNING, of Chicago, and W. H. Hughes, of Randolph, Ark., have bought a township in Crawford county, Ark. The property will be devoted to fruit-raising by Northern immigrants.

## COME TO CAROLINA.

## Governor Carr Extends a Welcome to All Good Citizens Who Will Make His State Their Home.

[Special Cor. MANUFACTURERS' RECORD.]

RALEIGH, N. C., May 7.

One of the Southern governors who has devoted much time and thought to the needs of the Southern States is Governor Carr, of North Carolina. He is heartily in sympathy with all legitimate ways of improving Southern conditions, and naturally is especially interested in his own State. The position taken by the MANUFACTURERS' RECORD and *Southern States* magazine on the question of Southern immigration, he tells me, has his hearty approval, and he evidently fully appreciates the great benefits which would accrue to North Carolina by the addition of a desirable class of people to its population.

An excellent idea of the extent of Governor Carr's researches into the resources of North Carolina, and his extensive knowledge of its commercial, industrial and agricultural interests, was obtained by all who read his very exhaustive paper on the "Resources and Advantages of North Carolina," prepared for the convention of Southern governors at Richmond in 1893 and published in full by the MANUFACTURERS' RECORD. I found, however, that His Excellency is as fluent and interesting in conversation as with the pen, and obtained some valuable ideas well worth putting in print during a conversation with him in the fine old Statehouse in this city.

"Regarding immigration," said the Governor, "the State of North Carolina needs just as much land placed under cultivation as possible. Every acre means so much more wealth produced and adds that much more to the revenues of the State. But we must depend largely for an increase in cultivated area upon newcomers, to whom we can offer a climate unsurpassed and soil as fertile as can be found. I will heartily favor and assist as far as possible any properly-instituted effort to secure a desirable class of immigrants, and as quickly discourage any movement which would tend to bring to this State the pauper labor or the outcast, ignorant European immigrant. All honest laborers who desire to work and become citizens will be welcomed, and will enjoy the benefits of good government, fine climate, and can be assured of moderate return for their labor.

"We want small farmers and need farm labor. There is ample room and opportunity for both. The millions of acres of productive soil lying waste within our borders simply for want of people to cultivate and capital to improve could furnish thousands of happy homes if settled by an industrious people. Some of these lands could be bought for \$4.00 and \$5.00 per acre, or even less, according to its location. There are 25,000 square miles in eastern North Carolina peculiarly adapted to truck-growing, and its accessibility to market, being within a few hours of Norfolk and Richmond and less than twenty-four hours of New York, destined it to be, literally as well as figuratively, among the garden spots of the world. For lack of population and capital these lands can be had for a very reasonable sum per acre. In the interior and grain-growing section of the State the same reasons exist, and the causes of lack of cultivation are similar."

"What are the chances of laborers obtaining steady employment on the farms?"

"They are excellent. The man who is contented to remain in the country can secure employment at fair wages most, if not all, of the year, living at his employer's or his own expense, according to the agreement. If he chooses the latter he can obtain provisions and the necessities of life at a minimum cost. The negroes are too fond of living in large cities and villages.

While I consider our colored people as a rule good field hands and willing to work, the tendency among them is to work only until they have made a few dollars. They then visit the nearest town, spend what they have made, and after a few days return to earn more. This makes most of them unreliable and compels most of the vegetable growers to confine operations to the immediate vicinity of large towns. For this reason you find so many truck farms in suburbs of cities and villages, while, perhaps, better soil for the same purpose can be found further away. It is here that we want these farm laborers, and thousands of them."

"What, in your opinion, is the best mode of securing immigrants?"

"My conclusion is that thorough organization is needed in each State, encouraged by State aid. A number of practical men should get together and form a business corporation, secure options on good farming property at a low price which could be sold at 100 per cent. profit in small farms and still be cheap. They should send representatives into the North and West and by liberal advertising and personal solicitation make known the advantages of their section. In this the State should aid them, and will give them the use of much valuable data as to climate, soil, crops, etc. I feel assured that the railroad companies will heartily co-operate and aid in every way the movement, as it is of vital importance to every railroad line in North Carolina, as well as the South, to have the many miles of territory they traverse thickly settled and cultivated. By earnest co-operation I see no reason why an association of this kind in North Carolina would not only be of great benefit to the State, but be able to make money if properly conducted. Each settler brought here, as he realizes the advantages of his Southern home, would in turn be an important factor in bringing others to the State. As governor of this State I extend a welcome to all reputable people from the North or elsewhere who desire to make North Carolina their home and become citizens of the State."

The conversation here turned to financial matters, and the governor gave his opinion of the repeal of the tax on State banks. "I think the tax entirely unnecessary and should be repealed. The banks of this State are uniformly in excellent condition, and I see no reason why an issue of State bank notes would not be a great benefit, if such issues are properly restricted by legislation, and the banking law, provided this tax is repealed, is considered in this State as a wise and conservative law."

The question of diversified crops I found had greatly interested the governor.

"It must be admitted that exclusive cotton-growing or any other crop does not pay in North Carolina. There is as wide a difference from the standpoint of material prosperity between the farmers who have adopted the policy of raising as far as possible their own supplies and the exclusive cotton producer as is conveyed by the words success and failure, the tendency now being to produce home supplies and thereby render the farmer more independent."

D. ALLEN WILLEY.

CUTHBERT, in Randolph county, Ga., is attracting a number of Northern settlers. It is a rich fruit and trucking section, and the citizens have been advertising its advantages with good results. J. C. Whitman, of Syracuse, N. Y., has purchased a farm and will locate near Cuthbert, and the town's new hotel has been leased by Sterges Selleck, of Duluth, Mich.

PRESIDENT M. E. INGALLS, of the Chesapeake & Ohio Railway, will sail for Europe May 30 for the purpose of purchasing additional ships to be added to the line running between Newport News and European ports.

## BUSINESS CONDITIONS SOUTH.

## Extracts from Letters to the Manufacturers' Record.

Charleston, W. Va.—Kanawha Manufacturing & Improvement Co.: "Prospects for manufacturing companies brighter in this locality; business improving."

Charleston, S. C.—Charleston Lumber & Manufacturing Co.: "The business outlook is bright, and there is a steadily increasing demand for the product of Southern woodworking factories."

Monroe, La.—Stetter & Blythe: "Flattering prospects for live men in any business."

Bastrop, Texas.—F. H. DeLong: "Outlook for crops excellent."

Bridgeport, Ala.—Bridgeport Woodenware Co.: "Our prospects for trade are fair."

Bramwell, W. Va.—Isaac T. Mann: "Owing to the numerous strikes in the bituminous coal fields, coal and coke output is much improved. All attempts to have our miners go out on a strike have failed, and men say they will not go out. Money becoming more plentiful, with fair demand."

Marshall, Texas.—Hope Lumber Co.: "We think prices have touched bottom, and the lumber trade will now improve. The railroads will take a large quantity of lumber for the next year or two, as they have bought very sparingly for the past two years."

Atlanta, Ga.—F. W. Hart, manager Hart Sash & Door Co.: "Business here in our line is so very bad that we have not yet decided what to do. Should our dilatory senators get through speculating in sugar stocks and settle the tariff so business would have a chance to revive, we would then soon decide about rebuilding our mill."

Crawford, La.—Bodenheimer & Bro.: "Crop outlook good. The only drawback in our interest is the Wilson bill will not be sufficient protection on sugar. If the bounty would stand, which we considered a contract with the government, the sugar industry will grow very rapidly, and we think in ten years America will raise its own sugar in place of sending \$200,000,000 to foreign countries."

Texarkana, Ark.—Southern Pine Lumber Co.: "The outlook is not very encouraging, but we hope business will pick up sufficiently by fall to command better prices for lumber."

Monroe, La.—Ouachita Wagon Factory: "Business is good in this section."

Gibsonville, N. C.—Minneola Manufacturing Co.: "We don't look for any improvement before next fall."

Mt. Pleasant, Texas—Aaron Smith: "Four brick business houses have been built within the past six weeks, and contracts are being let for two others. On account of the city's accessibility to all points by rail and convenient location in the centre of cotton-raising territory, several parties have been contemplating the building of a cottonseed-oil mill at Mt. Pleasant. The St. Louis Southwestern Railway Co., it is understood, is looking into the practicability of building a branch line to the coal fields of the Indian Territory to connect with its two lines here. Bonds have been voted for, and are now ready to be placed on the market, for a \$10,000 schoolhouse. The house will be a two-story brick, and work will be commenced as soon as the bonds are placed."

Savannah, Ga.—John Schwarz: "More favorable than last year."

St. Louis, Mo.—H. P. Johnston Box Co.: "The general outlook for business in this section is brighter; manufacturing interests generally are looking up."

Gadsden, Ala.—The Gadsden Building and Loan Association has declared a dividend of 8½ per cent.

Baltimore, Md.—The First National Bank has declared a semi-annual dividend of 3 per cent.



## A Valuable Opinion.

Prof. W. Leslie Robinson, one of the leading chemists of Baltimore, took occasion in a recent letter to heartily commend an article that had appeared in the MANUFACTURERS' RECORD about oleomargarine, the production of which furnishes a large market for cottonseed oil. Because of this incidental commendation Professor Robinson was asked for his views about oleomargarine, its purity and wholesomeness, and in reply said:

"I look upon the introduction of oleomargarine as a fortunate thing for the people. Prejudice born of ignorance and opposition, prompted by a selfish as well as an unreasonable desire to prevent the people from benefiting by this achievement of science, has combined to check and hamper its sale. All sorts of charges have been brought against it and the direst results attributed to its use. These attempts to proscrib[e] oleomargarine have often bordered on the ludicrous. Its enemies, from constant repetition of its alleged defects or even a practical knowledge of the article, often found themselves believing the most libellous yarns spun about it. As I have stated, the readiness with which such stories have been accepted is due to the lack of knowledge on the part of the public as to what oleomargarine really is. More light has, however, been thrown on the subject, and this new table article is growing in popularity. This growth is legitimate and solid. It is caused by the demand for a cheaper substitute for butter and the gradual dispelling of the fallacy that oleomargarine is harmful. Better and more intelligent methods are now employed in its manufacture and more attention and care exercised in producing a superior grade of oleomargarine. This has been effective in destroying the illusions existing among many people relative to its manufacture. A visit to a modern oleomargarine factory and an inspection of the manner in which the work is conducted, followed by a visit to the average creamery, would be a valuable and an instructive object-lesson to the public at large. The charge frequently harped upon and reiterated is that oleomargarine is deleterious. This is a most unfounded, as well as absurd, statement, and a reflection on the intelligence of the man who makes it. If there was any truth in it, common sense teaches that oleomargarine would have dropped out of sight long ago. After the closest analysis each trial has emphatically demonstrated the falsity of such a charge. Now, I say properly-made oleomargarine, because there are possibilities of meeting with oleomargarine that is not properly made. The same logic applies to every staple. The temptation to adulterate oleomargarine is absent, and I do not believe that it is practiced. If it is, it never came to my attention, although I have had a lengthy and varied experience in the analysis and study of oleomargarine. I can, anyhow, safely say that the probabilities of adulteration in oleomargarine are a great deal less than with butter, and not likely to prove half so harmful. If there existed anywhere, except in the minds of the enemies of oleomargarine, any evidence as to its harmfulness, the medical profession, with the progressiveness now displayed in discovering the causes and promoters of disease, would have before this located and established it.

Any housewife knows by experience that the occasions when bad butter is purchased for good are not rare by any means. As to the comparative wholesomeness of butter and oleomargarine—that is, good butter and good oleomargarine—there is to my mind no difference. If I had a preference, I would sooner eat bad oleomargarine than bad butter. The stomach disorders attributed to bad butter make it a dangerous article of food. Oleomargarine in itself

has been decried by butter dealers who have secretly mixed it with butter at a great profit to themselves, and without their patrons ever detecting the imposition. The average dairy is open to some severe criticisms on the score of cleanliness. This cannot be said of the modern oleomargarine establishment. Good business judgment demands there the observance of cleanliness in every department. How many butter eaters are receiving a healthful article? This question is a difficult one to answer. Some light might be obtained on it if it was known how many cow-owners fed their stock on swill. This practice, the average person knows, has become quite general, and brewery and distillery refuse always has a ready market for such use. The process of making butter is a slow one, and its production is in a measure limited. It is doubtful whether the manufacture of butter could have kept pace with the demand had it not been for the introduction of artificial butter. Science in this instance seemed to step in and supplement the lacking of nature. This agitation against oleomargarine is senseless and unjust. The prohibition of the sale of properly-made oleomargarine would be a calamity for the poor man, who has in it a perfect and wholesome substitute for butter at a cost within his reach, thus enabling him to make a considerable saving and to avoid the chances of injury from use of inferior butter."

Legislation against oleomargarine is class legislation of the worst kind, and in favor only of dealers in bad butter. Nothing could be more foolish than the attempt to restrict its manufacture and sale. It is a pure, wholesome food product needed by millions of people, but because of these facts the butter dealers decry it in order that they may have a monopoly of supplying poor butter.

## Southern Flour Shipments to Europe.

NASHVILLE, TENN., May 9.

Editor Manufacturers' Record:

The great interest that has been aroused throughout the Southeast by the recent shipments of flour direct from the mill to Liverpool, England, via Port Royal, S. C., indicates plainly that the Southern people are not, Micawber-like, calmly waiting the revival of business by natural means, but that they are alert and watchful, and to this predominating characteristic is due the fact that today the South is in a better financial condition than any other portion of our country. There can be no reasonable ground for a doubt that Port Royal is the natural outlet for the flour and wheat of Missouri, Indiana, southern Illinois, Kentucky and Tennessee. It is, as a harbor, unsurpassed by any on the Atlantic coast from the St. Lawrence to Key West. Port Royal is nearer to the winter-wheat fields by rail than any other port on that coast, and is reached by a system of railroads as ably and energetically managed and as much alive to progress as any in America. The Noel Mill Co., which has been making these Liverpool shipments, has a new mill with a daily capacity of 3500 barrels of flour, which makes it the largest winter-wheat mill in the world. It is located at Estill Springs, Tenn., in the centre of one of the most prolific wheat belts in America; its motive power is water, easily developed and of ample and permanent capacity. This mill with these advantages is but 475 miles by rail from Port Royal. The mill was started new on January 7, and has already shipped to Liverpool, Belfast, Glasgow, Amsterdam and Rotterdam an aggregate of not less than 40,000 barrels of flour or its equivalent, as the goods go invariably in sacks.

Three months ago, when the first of these shipments was made, it was looked upon by President Noel, of the company, as a very doubtful experiment, but one

worth trying. Today it is an established fact that Kentucky and Tennessee flours can be exported to Great Britain via Port Royal more advantageously, quicker and more satisfactorily than from any other port on the Atlantic coast. It yields a fixed profit to the miller and puts the wheat-grower in a market based not only upon the supply and demand of five Southern States, as heretofore, but enables him to sell his product at a price made and governed by all of the markets of the bread-eating world. The exporting of flour via Port Royal is a success, and the millers of Tennessee have gone into the business to stay. Already two mills located at Nashville have shipped a small portion of their product abroad, and they are becoming more encouraged day by day with the success of the undertaking, and are arranging to enter the field on a large scale.

The Johnston Steamship Line has put five steamers into service between Port Royal and Liverpool. Three of these have already cleared from the former port during the past six weeks, and every available foot of space was taken. It has been in each instance more difficult to secure space than cargo. The Noel Mill Co. is so impressed with the future of the European trade that it contemplates enlarging its plant. The company is confident that it can place an average of 3000 barrels of flour daily in Europe in addition to its domestic trade, which is large, owing to the fact that there are 350 large flour dealers in Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama and Tennessee interested in the mill as stockholders. The wisdom of this plan is demonstrated by the fact that the mill began operations in January last with new and untried brands, but has run to its capacity every day since and found a ready sale for its entire output. Few people appreciate how rapidly Tennessee has come to the front as a milling State. From two merchant mills fifteen years ago, whose capacity was 400 barrels of flour daily, to forty mills, with a capacity of over 20,000 barrels, will compare favorably with the development of any industry in any section of the country. It indicates clearly and emphatically that the time is not far off when the product of Western flour mills will be unknown in Southern markets.

## Enthusiasm About the Atlanta Exposition.

MERIDIAN, MISS., May 3.

Editor Manufacturers' Record:

I have made rapid progress on my tour for the Atlanta Exposition and the MANUFACTURERS' RECORD.

Mobile, New Orleans and Meridian, Alabama, Louisiana and Mississippi, have been the theatres of my labor and observation. All have been enthused over Atlanta's exposition and its valuable objects, and the friendly testimony to popular appreciation of the MANUFACTURERS' RECORD and its successful Southern development mission has been remarkable.

The exposition and the MANUFACTURERS' RECORD are both on the same line—to do good to this favored section—favored by nature.

In Mobile two of the strongest trade organizations, the Commercial Club, H. Fonde, president, and the Chamber of Commerce, J. E. Michael, president, have passed strong resolutions of endorsement, urging a State exhibit and requesting their senators and representatives in Congress to support the appropriation of half a million of money to the affair.

In New Orleans of eight bodies the three strongest and largest, the great Cotton Exchange, Mr. Labouisse, president, and that remarkable cotton statistician, Mr. Hester, secretary; the almost as great Board of Trade, F. G. Ernst, president,

and the big Sugar and Rice Exchange, J. C. Murphy, president, all passed ringing resolutions covering the same points as Mobile.

The remaining organizations, the Chamber of Commerce and Industry and Maritime Association, A. K. Miller, president of both; the Stock Exchange, W. E. Huger, president; Produce Exchange, E. S. Stoddard, president; Mechanics, Dealers and Lumbermen's Exchange, J. H. Aitkin, president; Young Men's Business League, Charles Carroll, president, and your long-time correspondent, Mr. F. J. Cooke, secretary; the Bureau of Freight and Transportation, S. A. Trufant, president, and the Tropical Fruit Importers' Association, L. C. Fallon, president, are all to act, and the leaders favored aiding vigorously.

New Orleans believes in concert. She joins forces amazingly on all lines. And there is sense in it. It is wisdom. New Orleans and Kansas City both have a valuable bureau of freights to look after that matter and stop rate discriminations, with high-priced railway experts in charge. They save lots of money by it.

Let me tell you about Mobile. I knew it in the war. It was an old and frazzled piece of aristocratic dignity, but chock full of genuine gentlemanhood. Well, today Mobile is forging ahead on business lines. It is a noble port with a great future. Alabama can supply the world with coal for thousands of years. Yet close to South America, England, farther off 2000 miles, sells that land nearly 3,000,000 tons of coal, worth \$8,000,000, and all the United States don't export there 100,000 tons. Think of it. Well, the exposition is to change this and put all that Alabama coal in place of John Bull's stuff, and Mobile is the port to do it. And she has already begun and is sending it by five or six steamers constantly.

Mobile has a bay twenty-three feet deep and to be lighted at night by electricity the whole twenty-eight miles. Her port charges, those burdens on commerce and shipping, are low. She is doing large foreign trade now—400 carloads of bananas and 500,000 coconuts monthly, besides pineapples, oranges and other tropical fruits, and mahogany and other woods from South America. Mexico sends her hemp, coffee, dyes and sarsaparilla, and Havana tobacco, oranges and vegetables.

Mobile has 1000 miles of navigable rivers running into her bay, emptying cargoes at low water rates of freight. This waterway is the very thing for bulky and heavy coal, iron and lumber, and thus for her factories and markets she can get cheap raw material.

I came on the Mobile & Ohio Railroad to Meridian, Miss. It is a delightful road through a charming country, fresh-looking lands, green trees and grass, pretty painted towns and nice orderly farms. This is a live country for settlers and is said to be filling up fast.

The Meridian Cotton Exchange and Board of Trade thus resolved about the exposition in quick order:

*Resolved*, That as an organized movement to strengthen our national commerce by the large trade of the South American continent and its neighbors, now in the main enjoyed by other countries than our own, the Atlanta (Ga.) Cotton States and International Exposition has our cordial sympathy and endorsement, and shall have our practical aid.

*Resolved*, That the South, from its contiguity to those lands south of us, is the best and logical territory for such a movement, of whose results every part of the United States must be beneficiaries.

*Resolved*, That our great cotton State of Mississippi should have a representative exhibit.

*Resolved*, That the promotion of such a national benefit should have the advocacy of our State press, while we earnestly commend to our senators and representatives in Congress to support the measure now before that body to give the exposition financial aid, and that a copy of these resolutions be sent to each one.

J. W. AVERY.

## COAL FIELDS OF ROARING CREEK.

Along the West Virginia Central & Pittsburgh.

The accomplishment of any feat that seems an impossible one commands our highest admiration, and the girding of the Alleghany mountains by the West Virginia Central & Pittsburgh Railroad with a steel band is beyond question one of the most convincing evidences of the genius of man over nature's almost insurmountable obstacles. Even now, as the well-equipped trains of this system carry us smoothly along through the winding passes and over craggy peaks, we pause as we reflect on the amount of energy and capital it must have taken to bridge what would ordinarily appear as the impossible. The line begins at Cumberland, Md., and follows the bright waters of the Potomac up until Piedmont is reached. There the road turns southward, leaving what seems the last earmark of civilization, to plunge into the ravines and narrow defiles of the wilds of the Appalachian range. When we first take this ride the scenery is so weird and wild that we feel as if the locomotive we are on is civilization speeding onward for the first time into an unbroken wilderness. The waters of the upper Potomac, now a mere brook babbling down its ragged way, leap and bound over falls and cataracts, eddying here and there in nooks and corners among the rocks. Crossing the tops of the Alleghany mountains we reach the roaring, rushing stream of Blackwater, that flows hundreds of feet below us, yet so plainly visible it seems almost under our eye. The narrow defile here deepens until a yawning chasm comes to view, over which we appear to be suspended as the train whirls southward to carry us to Elkins. The scene is grand beyond description, and we only cease wondering at its beauty

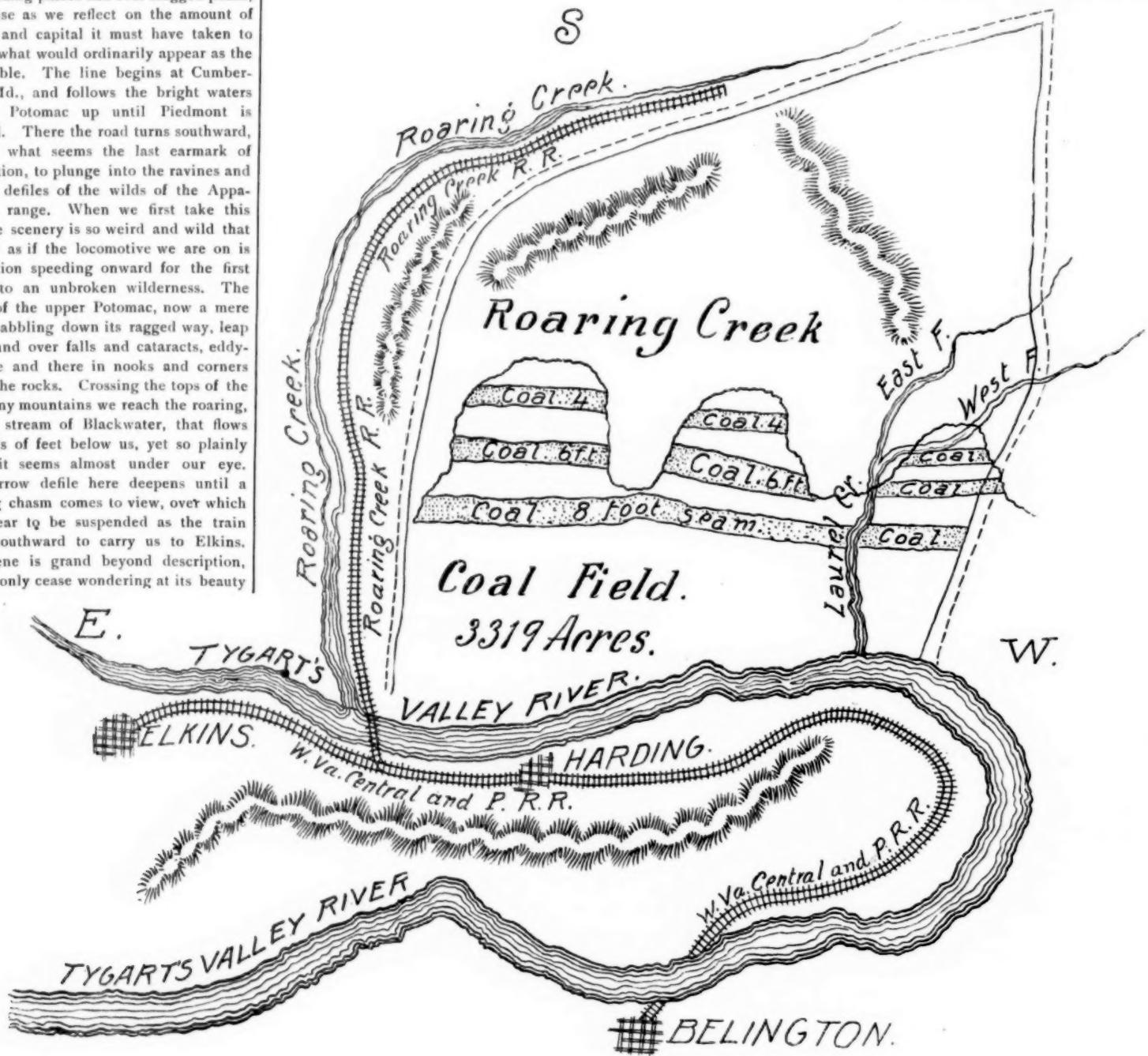
able bituminous coal fields in the South or West is along this line, and probably the richest of them all undeveloped is the

## ROARING CREEK COAL FIELD.

The words "Roaring Creek" have a widespread reputation now throughout West Virginia as being the home of the most persistent coal seams in all the 16,000 square miles of coal territory in the "Mountain State." It has been a matter of no little speculation why this field should be so prolific in coal seams. The geologist studies the field with increased interest each time that he visits the scene

Of course, between the eight stratas mentioned there are other formations, such as argillaceous shales, fossil shells and carbonates of lime. From this general view of the geological structure of the carboniferous age we find stratas Nos. 2, 4 and 7 to be coal seams in all their native perfection. The surface of this territory shows the formation to be eroded valleys and round, sharp ridges. From Tygart's Valley river, sweeping southward between Roaring creek and Laurel creek for a distance of four or five miles, we find this peculiar erosion of valleys and sharp, upright

possesses a marked freedom of the pyrite of iron, that is your sure breeder of sulphur, which deteriorates coal so perceptibly. The second measure is another seam of solid bituminous coal some six feet in thickness, lying some 132 feet below the first coal series and running horizontally throughout the ridges. The third and last seam lies about 210 feet below the second, and, as can be seen from the map, dips slightly in its western course as it approaches the regions of Laurel creek. In many places this seam is nine and ten feet thick and has an average thickness of eight



Map of Coal Field:  
Roaring Creek, N.  
Randolph Co. W. Va.

when surprise takes possession of us at the remarkable development inaugurated along Senator H. G. Davis's "line." We soon see that there is an air of business and improvement along the line that impregnates the air itself. Bayard, Thomas, Davis, Hendricks, Parsons, Bretz and Elkins, towns ranging from 500 to 1500 people, evidence the improvement that has taken place and the development now going on. It was through the foresight, energy and sagacity of Senator Davis that this line was constructed to reach the valuable coal deposits in Mineral, Grant, Tucker and Randolph counties. One of the most valu-

able of such mineral wealth. In the first place, the geological column of the carboniferous period in this particular region is almost perfectly developed, so far as coal goes, the three seams belonging to that age being found. For a more lucid explanation and the account that will follow we give the geological structure sufficient for the ordinary reader to understand:

1. Sandstones and conglomerates.
2. Coal measure.
3. Shaly sandstone and iron ore.
4. Coal, upper five feet shale.
5. Sandstone and iron ore.
6. Limestone (oolitic).
7. Coal on one-foot slaty shale.
8. Coarse sandstone.

Carboniferous.

ridges. Throughout the latter are the seams of coal trending north and south, exhibiting fine views on the banks of Roaring and Laurel creeks. The sandstones, conglomerates and gritstones prove that during the vegetable formation when the coal was being formed there were three successive submergencies of oceanic waves. From the accompanying map it will be seen that these seams underlay each other successively, with the sandstones, argillaceous shales, siliceous iron ores and clays between them. The upper measure of coal lies some 126 feet below the surface, directly under the sandstone and conglomerate measures, which may be said to cap it. This measure is four to five feet in thickness, being a horizontal seam of bituminous coal running steadily throughout the hills, without any indication of anticlinal ridges and synclinal troughs so often seen in the coal regions of West Virginia. The seam, like the two below this, is free from bone and slate and

feet, as seen from several openings. The two upper measures are above the level of the water, while the lower or thickest one in some places is slightly under the water-level. This last seam is a solid bituminous coal, showing that it, with the others, was formed during the great vegetable era, each seam being buried by submergence, and the sandstones, conglomerates and gritstones showing the recessions of the oceanic waves between the measures of coal. The round ridges and eroded valleys show that the upheaval here was steady and a long time in reaching its climax; that accounts for the stratas being so horizontal and unbroken. At the time of the vegetable formation this region must have been exceptionally free from impurities, since the quality of the coal is remarkably pure. Analysis made from average samples taken from a run of the seams gives the following results:

Fixed carbon.....	71.50
Volatile matter.....	25.49
Water.....	1.41
Sulphur.....	0.53
Ash.....	1.27



From the foregoing analysis it is seen that this coal is not only a fine material for steaming, gas, domestic and coking purposes, but, it is believed, possesses the best quality of any coal in West Virginia if we except the "Flat-Top" field in Mercer and McDowell counties, W. Va., and the Fayette coking coals on New river. This peculiar region appears to be an indentation between the spurs of the Alleghany mountains, and possesses its own ridges and vales within the basin. The length, running with the river between Roaring and Laurel creeks, is some four miles, while it is nearly as broad. Fire-clays and samples of iron ore, a siliceous brown hematite, may be found, showing that both the latter minerals exist in quantity. The iron runs something over 42 per cent. in metallic iron, and is sufficiently low in phosphorus to make a pig good for foundry purposes.

The advent of the West Virginia Central & Pittsburgh Railroad brought a new era for this whole section of country. In the vicinity of this region several coal mines have been opened, notably among which is the "Junior mine." Pennsylvania parties have leased and purchased large boundaries on Roaring creek adjoining the field of which we are writing, and have begun the construction of the road known as the Roaring Creek road. This will extend up the creek from Tygart's Valley river and be of infinite service to this field, which borders it. A report has been in circulation that this whole field had been taken up by the same parties, but the rumor is without foundation. True, several efforts have been made to procure this field, but the owners, knowing its value, have refused until lately to assent to any proposition to have it opened. They fully comprehended the value of the development of the field next to this, and waited wisely for that.

This field has ample railway facilities both east and west. It is well watered and situated admirably for easy mining. Its superiority in every respect should give it the widespread notice to which it is justly entitled. THOS. BRUCE.

#### Southern Notes from Washington.

WASHINGTON, May 8.

Editor *Manufacturers' Record*:

A company has been formed in Washington for the purpose of buying a large body of land with a view to cultivating the sunflower on a large scale. It is claimed that the sunflower will soon rival the cotton plant in the South.

A syndicate of Western miners stopping in this city have made arrangements to work gold mines in Virginia and North Carolina on a large scale.

Negotiations are being made with the agent of the Chilian government at Washington by capitalists to handle the nitrates of that country for the South as cheap and safe fertilizers for the farmers.

Col. P. B. Shield, of Richmond, Va., has gone to London to close a deal in a large mining interest in Virginia.

#### Oil and Gas in Alabama.

A dispatch from Florence, Ala., says: "The gas struck on March 28 is burning steadily, and seems to be inexhaustible. The well is now 600 feet deep, and a steady flow is expected at 800. They are now in the continuation of the Trenton formation, with excellent prospects of striking oil and gas."

#### Naval-Stores Tanks in Savannah.

The report in last week's issue of the *MANUFACTURERS' RECORD* that efforts were being made to organize a company to build tanks for naval stores has been confirmed. Mr. J. A. G. Carson has been appointed chairman of a committee of the naval stores people who are seeking to secure the establishment of the tanks.

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 253.]

### Shortening the Distance Between Texas and St. Louis and New York.

Houston, Texas, is promised an increase of railroad facilities by the broadening of the gage of the Houston, East & West Texas Railroad. This railroad runs from Houston to Shreveport, La., 232 miles. By its improvement a through line would be obtained, shortening the distance from south Texas to St. Louis 125 miles by a connection via Shreveport with the Cotton Belt. A shorter route from Houston to New York and the East of from 100 to 150 miles would also be secured.

### To Be Reorganized and Completed.

Arrangements for the completion of the Savannah, Americus & Montgomery, together with its reorganization, is an important consummation of the week in Southern railroad affairs. The bondholders' committee, of which Mr. John Gill, of Baltimore, is chairman, has adopted a plan of reorganization.

Over \$1,000,000 of bonds, to be issued for the purpose of extending the road from Lyons to Savannah, Ga., filling in the final link in the enterprise, have been underwritten by a syndicate. The road extends from Lyons to Montgomery, Ala., a distance of 265 miles, passing through thirteen of the largest and best counties of Georgia and Alabama. It traverses a fertile agricultural country, and opens up a resourceful naval stores and timber section. The property was placed in the hands of a receiver in December, 1892. The embarrassment of the company was due principally to diminution of traffic and unsatisfactory rates—conditions which prevailed at that period—and to the cramping of the company's finances by large expenditures in completing the line to Montgomery, and outlays from earnings for ballasting and readjusting required on a new road. With the completion of the road to Savannah the property's earning capacity will be greatly enlarged, and the growing volume of its local and through business ought to put it on a solid paying basis.

### Story of a Railroad.

The Wabash system is arranging to refund \$6,000,000 of the North Missouri Railroad 7 per cent. 30-year bonds which become due next year with 5 per cent. bonds. This railroad has been one of the most potent factors in the development of St. Louis. That city back in the 60's began to feel the drifting of its trade to Hannibal, Mo., which, with its Hannibal & St. Joe Railroad, monopolized the traffic north of the Missouri river. The business men of St. Louis decided to turn things the other way by building a line of railroad right through its competitor's territory. The North Missouri Railroad was planned and built to Macon City, penetrating the richest portion of Hannibal's territory. Favorable connections with the large centres of distribution west and north were then wanted, and it was resolved to extend the North Missouri on through the west to the Kansas border and on north to the Iowa line, there to connect with the great systems of railways just beginning to grow. Funds and subscriptions to the enterprise were slowly received, and but little progress was made until 1865, when the State government was enlisted in the undertaking. The State pledged itself to subscribe \$1.00, secured by bonds, for every dollar donated by communities or individuals. In this way \$6,000,000 was secured from the State. The work was then rushed through with a vim. Leavenworth, Kans., refused to donate \$500,000, and Kansas

City got the road, together with the impetus that sent that city to the front. To this one railroad, built by the indomitable pluck and venturesome spirit of the citizens of St. Louis, that city owes practically the beginning of its great commercial growth. The road is now part of the Wabash system.

### To Ship via Galveston.

The report that the Atchison, Topeka & Santa Fe Railroad system had arranged with the Mallory Steamship Line to carry transcontinental business between Galveston, New York and the Pacific coast is confirmed by J. W. Reinhart, one of the receivers of the Atchison system, in a letter to the *MANUFACTURERS' RECORD*. This arrangement was made owing to a failure to make a satisfactory alliance with rail lines east from Chicago. Galveston comes into greater prominence by this deal, and the traffic that will thus be turned towards that city can but help proving beneficial to its commerce. Galveston becomes by this deal the practical deep-water terminus of this great railroad system, and by the building of a suitable bridge to the mainland and securing proper terminals the city can, it is thought, become the terminus of several more roads which are aiming for deep-water terminals.

### Locomotives to Burn Oil.

The Cincinnati, Burlington & Quincy will shortly make a trial trip of a locomotive burning oil as fuel. At Aurora, Ill., a number of the company's locomotives are being provided with apparatus for using oil as fuel. If the experiment is successful it is stated that all the locomotives of the company will be similarly equipped. Superintendent F. C. Rice is enthusiastic on the prospects of supplanting coal with oil. Oil as a fuel, it is pointed out, is much cleaner, and its use will leave locomotives in much better condition. It will, it is said, last longer, weigh less and occupy less space, giving much more room for water, which is an important consideration.

### A Great Electric Power-House.

Plans have been completed for the building in Baltimore of a great electric power-house by the City & Suburban Railway Co. The building will be 131 feet six inches front, 195 feet depth and seventy-five feet high. The boiler-room will be 63x191 feet and the engine-room 82x191 feet. The boiler-room will contain seven boilers of 375 horse-power each. The engine-room will have three 750 horse-power engines and one of 250 horse-power. Labor-saving arrangements are provided for handling coal, including a small electric railroad extending over O'Donnell's wharf to connect with coal barges. Contract will be awarded shortly for the building, which will cost \$150,000. The engines, dynamos and other equipment and the building site will run the total cost up to \$500,000.

### A Maryland Electric Railroad's Progress.

In our issue of April 6 was given a detailed account of the project to build an electrical railroad on the Eastern Shore of Maryland from Chestertown through Church Hill, Centreville and Queenstown. In the interval the promoters have been completing their plans, and the *MANUFACTURERS' RECORD* now learns that they have placed engineering corps in the field to make surveys and estimates as to the cost of construction. The financial part of the project has been looked after, and arrangements are now being made to secure the necessary capital. Other details of organization have been perfected, including the election of the following directors: John S. Gittings and W. H. Bosley, both of Baltimore; B. Palmer Keating, Wilmer Emory,

W. Bolner, W. G. McCormick and Frank Ehlen. Mr. Bosley was selected as president; Mr. Gittings, vice-president; W. W. Busted, secretary, and Robert Smith, treasurer. Land owners are donating the right of way along the route, and much interest is being shown in the enterprise.

### Railroad Notes.

J. C. GRAMMER has been appointed assistant general manager of the Chesapeake, Ohio & Southwestern, with office at Louisville, Ky.

JOHN H. WINDER has been elected general manager of the Seaboard Air Line. L. T. Meyer, general superintendent, has resigned, and that office has been abolished.

THE bondholders of the Louisville Southern who are opposed to the Richmond Terminal reorganization have sold out their holdings to Drexel, Morgan & Co. The amount purchased was \$175,000 at 68½ per cent.

H. E. PARKER has been appointed superintendent of terminals of the Chesapeake & Ohio Railroad at Newport News, Va.

THE Marietta & North Georgia Railroad, pursuant to a court order, was offered for sale at Atlanta, Ga., on May 8, but no bids were made. A new sale will be ordered.

THE New Orleans Traffic Association, embracing the roads reaching the Crescent City, has practically disbanded, and it is expected a new organization will take its place.

THE board of governors of the Baltimore Stock Exchange have listed \$500,000 Seaboard & Roanoke Railroad first-mortgage 5 per cent. 40-year bonds. This makes the total now listed \$2,500,000, that being the amount of the loan.

THE Baltimore & Lehigh Railroad will be sold at Baltimore on June 17 by Charles R. Spence, commissioner of United States Circuit Court of Maryland.

BEAUMONT, TEXAS, had an important social event recently. It was the celebration of the progress made on the Gulf, Beaumont & Kansas City Railroad with a brilliant reception and ball given by the officers of the company. The road opens up valuable cotton and timber lands in southeast Texas.

UNION terminals of ample dimensions to accommodate three new railroads is the project under way at Dallas, Texas. W. C. Connor is in charge of the movement, and is receiving the support of leading citizens. On the construction of such facilities it is stated the Chicago, Rock Island & Pacific, Fort Worth & Denver and the Cotton Belt Railroads will be built to Dallas.

On the petition of Kentucky and Ohio owners of the Jacksonville & Mayport Railroad, Judge Swain, at Jacksonville, Fla., has issued an order directing John L. Marvin, receiver, to issue certificates to an amount not less than \$20,000 bearing interest at 8 per cent. and to be sold for not less than 98 per cent. of their face value. The funds are to be applied to the purchase of an engine, three passenger coaches and the construction of a drawbridge.

UNDER the management of Gen. J. W. Burke as receiver, the Chattanooga Southern Railroad has been put in first-class condition and its business largely developed. The railroad commission of Alabama, in making its tour of investigation over the State roads, was so much impressed with the satisfactory condition of the Chattanooga Southern that President Shorter has written to General Burke a strong letter of commendation of his management of the road. "The condition of this property," says Mr. Shorter, "is a compliment to your excellent management."

A DECISION rendered at Jacksonville, Fla., by Judge Call sustains that city's right to require railroads to pay taxes on



the same basis as individuals. The case was against the Florida Central & Peninsular Railroad, whose property had been assessed to the amount of \$654,000, the taxes upon which amount to \$7663. The railroad company claimed that the assessment was unlawfully made, claiming that the city should follow the assessment of the State comptroller, who made the total assessed \$23,956.72. This would yield the city in taxes \$290.

#### An Important Baltimore-Mexico Steamship Line.

The inception of a new steamship line fraught with bright possibilities to Maryland and adjacent States is a happening of interest fixed for May 30. On that date the Johnston Steamship Co. commences running a steamship line from Baltimore to Tampico, Mexico. Coal and coke will form the principal articles of exportation from Baltimore, and return cargoes will include hides, bullion, copper ores and miscellaneous Mexican products. Patterson, Ramsay & Co., the Baltimore agents of the Johnston Steamship Co., will arrange all the business for the new line, which will start with three steamers of 3000 tons carrying capacity each. This number will be increased as the business warrants. The Mexican Gulf and the Mexican Central Railroads are offering the fullest encouragement to the new line. Both of these roads reach Tampico, giving excellent prospects for the growth of an extensive interior trade. This point promises to become a very important seaport. Preparations have been made there for handling the business of the new line, and piers and other facilities costing \$60,000 to \$70,000 constructed. Mexico offers a tempting market for American coke, and the indications are that a trade of large magnitude will spring up, now that shipping facilities are secured. This new line will be of especial interest to West Virginia, opening up new markets for its coke. It has already been demonstrated that West Virginia coke can be placed in Mexico and sold cheaper than the English product, which has heretofore been the chief supply. The West Virginia Central & Pittsburgh Railroad has made several experimental shipments of coke to Tampico with encouraging results. Apparently the only thing that has prevented the Mexican coke trade from falling into the hands of Americans has been the lack of shipping facilities. This obstacle will now be removed, and the building up of a prosperous and important trade may be looked for.

If the report which comes from Chattanooga, Tenn., is true, an important improvement has been made in the manufacture of cotton ties. It is said that Mr. Stanley O. Haskins, of McDonald Station, has invented and patented a new automatic roll train, with which the billet of steel, after once being put in, is not handled again until it comes out in any shape or size desired. A complete machine of the new pattern has already been completed, and is now in operation at Chattanooga. Its daily capacity is stated to be from four to six carloads. This output will be continued for some time, until the new rolls are thoroughly tested, and if everything proves satisfactory the plant will be enlarged and the manufacture of cotton ties started on an extensive scale. Messrs. H. Clay Evans, F. I. Stone and M. M. Duncan are interested with the patentee in the new invention.

GEORGE P. ROBINSON and J. B. Lybrook, of Washington, D. C., have purchased 222 acres of land in Alexandria county, near Arlington, Va., for \$75,000. The property will be divided into villa lots and extensive improvements made. The Arlington Electric Railway is to be extended to the property.

## SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 251 and 252.]

### THE COTTON CROP.

#### Weekly Report of the Cotton Crop Movement—Cotton Again Weakens and Declines Eleven Points.

The movement since September 1 shows receipts at all United States ports of 5,702,853, against 4,756,840 last year and 6,763,878 the year before; overland across the Mississippi, Ohio and Potomac rivers to Northern mills and Canada, 727,832, against 812,865 and 1,181,530; interior stocks in excess of those held at the close of the commercial year, 90,513, against 136,710 and 213,860; Southern mill takings, 595,144, against 574,218 and 519,138.

Foreign exports for the week have been 101,212, against 66,029 last year, making the total thus far for the season 4,781,365, against 3,767,278 last year, or an increase of 1,014,087.

Northern mill takings for the past seven days show an increase of 30,126 as compared with the corresponding period last year, but the total takings since September 1 have decreased 256,863. The total takings of American mills North and South and Canada thus far for the season have been 1,931,314, against 2,172,957 last year. These include 1,311,284 by Northern spinners, against 1,568,147.

#### COTTON IN SIGHT.

(Including movement in three years from September 1 to May 4, inclusive.)

	This Year.	Last Year.	Year Before.
Receipts at ports since September 1.....	5,702,853	4,756,840	6,763,878
Overland to mills and Canada—net.....	727,832	812,865	1,181,530
Interior stocks in excess of Sept. 1.....	90,513	136,710	213,860
Southern mills' takings, less consumed at Southern ports included in port receipts.....	595,144	574,218	519,138
Total in sight.....	7,116,342	6,280,633	8,678,406
Per ct. of crop in sight.....	93.74	96.05	96.05
Brought into sight after May 4.....	419,732	356,973	356,973
Total crop.....	6,700,365	9,035,379	9,035,379

\*Based on twenty-four leading interior towns reported to the exchanges, and also stocks at Houston, Texas, Griffin, West Point and Athens, Ga., and Meridian, Miss.

#### MOVEMENT AFTER MAY 4 LAST YEAR AND YEAR BEFORE.

	Last Year.	Year Before.
Port receipts.....	331,552	374,622
Overland to mills direct.....	99,281	72,030
Southern mills' takings from interior direct.....	125,609	124,781
Total.....	556,442	570,833
Less interior towns stocks from this year's crop in sight on May 4.....	136,710	213,860
Amount brought into sight after May 4.....	419,732	356,973
Per cent. of crop brought into sight after May 4.....	6.26	3.95

Above figures show movement to Northern mills according to system of counting all transit cotton between the ports as having gone to the mills.

#### SUPPLY AND DISTRIBUTION.

	This Year.	Last Year.
Supply—		
Amount brought into sight during 246 days of season.	7,116,342	6,280,633
Stock at ports and twenty-nine principal interior towns left over from last crop.....	309,956	532,951
Total supply during 246 days.....	7,426,298	6,813,584
Distribution—		
Total exports for 246 days of season.....	4,781,365	3,767,278
Total domestic spinners' takings.....	1,931,314	2,172,957
Burnt.....	1,036	46
Total American stocks.....	712,583	873,303
Total distribution.....	7,426,298	6,813,584

#### SPINNERS' TAKINGS.

	This Year.	Last Year.
Total to Northern spinners from and via delivery points Overland to mills as above.....	583,452	755,282
Total Northern spinners and Canada.....	1,311,284	1,568,147
Total Southern mills' takings.....	620,030	604,810
Total American mills and Canada overland.....	1,931,314	2,172,957
Net overland for this week this year.....	12,541	11,174
Net overland for this week last year.....	8,250	4,133
Net overland thus far for month last year.....	6,935	1,720
Net overland thus far for month year before last.....	55,682	36,357
Brought into sight this week.....	53,843	14,956
Brought into sight same seven days last year.....	8,091	12,541
Brought into sight same seven days year before last.....	44,286	14,160
Brought into sight 4 days of May this year.....	835,709	1,562,064
Brought into sight 4 days of May last year.....	612,714	1,014,087
Brought into sight 4 days of May year before last.....	241,643	160,720
Northern spinners' takings same seven days last year.....	14,160	835,709
Increase in amount of crop brought into sight to date over last year.....	1,562,064	612,714
Decrease in amount of crop brought into sight to date under year before last.....	1,014,087	241,643
Increase in supply since September 1 over last year.....	1,014,087	241,643
Increase in foreign exports since September 1 last year.....	241,643	160,720
Decrease in American spinners' takings since September 1 under last year.....	160,720	
Decrease in American stocks under last year.....		

\*Including 2010 plus correction.

#### Another Big South Carolina Cotton Mill.

Mr. H. D. Wheat, treasurer and general manager of the Gaffney City Cotton Mill, of Gaffney City, S. C., is organizing a company to build a large mill on Tyger river, where a 1000 horse-power water-power has been secured. It is reported that this mill will have 25,000 spindles, though it may possibly start with 10,000. The remarkable success of the Gaffney mill under Mr. Wheat's management gives assurance of the success of his new company.

#### Notes.

THE directors of the State penitentiary at Columbia, S. C., held a meeting last week to consider the rebuilding of the burned hosiery mill. After consultation with the operator of the plant it was decided to erect at once a fire-proof building more commodious than the one destroyed. In the meantime Mr. J. M. Graham, the lessee of the plant, will contract for machinery and operate a temporary mill, as stated in our last issue.

THE Lanett Cotton Mills, the new plant at West Point, Ga., will begin making goods this month. The production will be drills, duck and broad sheetings; capacity of mill, 26,000 spindles and 700 looms. This is a modern mill, very complete in all departments, and the company has provided about 150 cozy, neatly-furnished cottages for its operatives. The company is now organizing its help, and finds no difficulty in securing ample experienced operatives.

THE Pettee Machine Works, of Newton Upper Falls, Mass., has received an additional order for revolving flat cards and drawing frames from the Pacolet Manufacturing Co., of Pacolet, S. C. The Pacolet mill will now have over 100 of the Pettee revolving flat cards in its factory.

At a meeting of the Commercial Club of Dallas, Texas, held on May 2, a proposition was reported from parties in Manchester, England, offering, on certain conditions, to build a 20,000, 50,000 or 60,000-spindle cotton mill in Dallas. The parties making the offer have been investigated, and have been found, it is reported, to be

connected with some of the largest English mills. Full information concerning Dallas has been forwarded, and something definite may develop from this matter.

PREPARATIONS are being made to commence work on the Tuscan Mill Co.'s new cotton factory to be located at Tuscan, near Wellford, S. C. It is expected that this mill will be equipped with 10,000 spindles at first, with looms to suit.

A REPORT is current that a large cotton mill is soon to be erected at Atlanta, Ga., with an equipment of 20,000 spindles. The local press seem to consider the project assured, and state that a \$350,000 stock company will be organized, to be known probably as the Gate City Cotton Mill. In an interview with a gentleman who is reported to be one of the prime movers in the enterprise it was stated that an entire new plant is proposed, to employ 500 hands, and that work on it is expected to commence shortly.

THE Green Hill Woolen Mill, near Mt. Airy, N. C., which was purchased last week by Mr. Jas. H. Sparger, of Mt. Airy, has been sold again to Mr. M. J. Hawkins, of Ridgeway, N. C. It is probably Mr. Hawkins's intention to add more machinery to the plant and put it in operation again in the near future.

THE La Grange Mills, of La Grange, Ga., will hold its annual meeting for the election of directors on May 14. Mr. Louis J. Render, secretary.

MR. JOHN MEIER, lately noted as to start a hosiery mill at Valdeese, N. C., has secured all the necessary machinery, and is now putting same in position.

THE plant of the Green Hill Manufacturing Co., located near Mt. Airy, N. C., was sold at public auction last week. The cotton factory was purchased by Dr. Lilly, of Fayetteville, N. C., for \$6000, and the woolen mill by J. H. Sparger, of Mt. Airy.

#### Ginning Cotton on a Steamer.

Some active development is in progress in the territory adjacent to Rosedale, Miss., on the Mississippi river. The section embraces a fine timber and farming country and raises considerable cotton. The outlet for its products is through Rosedale, which is the terminus of a steamboat navigating the Bogue Phalia river, and on the Yazoo & Mississippi Valley Railroad. Two boats have been kept busy for the past four years to handle the business, and a new boat will be built this summer to accommodate the increased growth of the cotton and lumber business. The steamboat line touches at a number of small towns along the river bank, and for the convenience of the cotton-growers a large cotton gin has been placed on the steamer. This enables the smaller cultivators of cotton to avoid hauling the cotton to the ginnery, taking it direct to the point of shipment, where it is ginned and sent to market. Recently the Rosedale & Mississippi Central Valley Railroad, a narrow-gauge line seven miles long, commenced operation. At Kuhn, near Rosedale, a number of enterprises are started, including several saw mills. Mr. John T. Kuhn, a large property owner in this section, is a chief spirit in the development now going on.

THE second meeting at San Saba, Texas, in the interest of irrigation for the San Saba valley was held last week, and a large attendance was secured. Reports from the committee on subscriptions were read, and 28,000 acres of land are now secured, leaving only 12,000 to be obtained, and these seem to be assured. Messrs. J. T. Walter, Geo. H. Harris and G. S. Jones are interested in the proposed irrigation work, and using their best endeavors to secure it. Another meeting will be held during the present week, when it is hoped the matter will be definitely settled.



## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

## Question of Refining Cottonseed Oil.

NEW YORK, May 5.

Editor Manufacturers' Record:

I note with interest an extract from a letter in last issue which you have headed "Why Not Refine Oil at Home."

Inasmuch as the New York Produce Exchange has adopted a refining test for crude oil, even though admittedly unsatisfactory in its present form, it presupposes a knowledge of refining on the part of everybody in the trade and shows the drift of the times. In my opinion, since this is the case, it would be better for the buyers, as well as the mills, if the latter understood exactly the method of refining—the underlying chemical principles—and why the buyers require and can use only certain grades of oil in their business. Many of the claims and charges of fraud are due to simple ignorance on the part of the mills. In a journal like yours, whose main object, I conceive it to be, is to help the manufacturer make better goods and to lessen the friction between buyers and sellers, I deem it not out of place to give you a few facts and figures on this subject.

It seems strange that manufacturers of cotton oil, who know that until the oil they make is refined by somebody that it cannot be used, should generally know so little about refining. So much mystery has been thrown around the refining of oil that very few mills dare undertake it.

The advantages of refining are obvious. If a mill's crude is extra nice, it sells at just the same price as oil barely prime, and yet such crude oil not only makes a much larger percentage of refined oil, but the quality, when properly refined, is far superior to the oil from ordinary prime crude. There is no such thing as establishing a brand on crude oil, yet on refined oil a brand once established often brings two to five cents per gallon more than another refined oil of an unknown make equally good. No one hears of butter crude oil, and yet a choice refined oil, when made with especial care, becomes a butter oil and sells at a premium over prime refined oil. In a properly refined oil there is no such thing as a rejection for settlings, as so often happens in crude. Free fatty acid being all removed in refining, there are no rejections for fatty acid.

As for plant, the tanks, pumps and machinery are scarcely more than well-equipped crude-oil mills should have.

The process is interesting; the actual head work and close attention do not require more than an hour a day of the time of the refiner for a mill of average size.

The loss in refining varies from 4 to 15 per cent., according to the quality of the oil, the skill of the refiner and the process used. A cheap refiner is an expensive luxury, and it is a great deal better for a mill to let its oil stay in the crude than to half refine and spoil it. There is probably \$250,000 lost to the mills every year from poor refining, as off refined oil frequently brings much less than the original crude would have brought.

A great portion of the off refined oil that comes to New York could just as well have been made prime oil. A great deal of the crude oil that sells on the market for slightly off crude at a low price could be refined into prime oil at a very little less loss than prime crude. You can't make a silk purse out of a sow's ear, and yet there would be a great many more silk purses and fewer sow's ears among oil manufacturers if the mills only knew half as much about refining oil as the pork packers do.

There is no reason why cotton-oil mills South should not in time make compound

lard and sell it at home. The first step toward it is being able to make good refined oil.

Every crude-oil manufacturer ought to know how to refine his oil.

In order to get at the cost of refined oil roughly over the crude, using the mill's boilers (the soap stock just about covers the cost of labor, steam and chemicals), subtract the loss in refining from 100 and divide that into the price of crude oil. This has been done in the table below, which shows three things: First, the cost of refining, which is much less than people imagine; second, when crude is high the cost of refining is just about double that when it is low, and third, the poorer the refiner is the greater the loss he makes and the more it costs to refine:

Loss.	Rfd. oil.	Crude at 20c.	Crude at 40c.
4% gives 96%	costing to refine 0.8c.	1.7c.	
5 " 95 "	" " "	1.0c.	2.1c.
6 " 94 "	" " "	1.3c.	2.5c.
7 " 93 "	" " "	1.5c.	3.1c.
8 " 92 "	" " "	1.7c.	3.5c.
9 " 91 "	" " "	2.0c.	4.0c.
10 " 90 "	" " "	2.2c.	4.4c.
11 " 89 "	" " "	2.4c.	4.8c.
12 " 88 "	" " "	2.7c.	5.3c.
13 " 87 "	" " "	2.9c.	5.8c.
14 " 86 "	" " "	3.2c.	6.4c.
15 " 85 "	" " "	3.5c.	7.1c.

Whether, therefore, the mills should refine at home or not is a question for them to decide, but when our exchanges begin to adopt refining tests, it seems to me not even debatable that it is to the best interests of the trade at large that the mills should be thoroughly posted in the knowledge of refining at least. If the buyers kick about it, let them blame the exchanges that adopt such rules.

EDWIN L. JOHNSON.

## The Markets for Cottonseed Products.

NEW YORK, May 8.

The market for cottonseed oils has been devoid of any important features since our last report, unless it be a fractional decline in off oils brought about by weaker tallow and grease markets. Nor is it for other grades easy to realize official market quotations, although it may be said that in Europe the state of affairs looks a trifle more hopeful, as evidenced by an advance of 3d. in English oils, which in turn had the effect of giving a steadier turn to American oils in the Rotterdam market. That holdings of cottonseed oils here and abroad are so well concentrated as to render manipulation comparatively easy is plain enough, but it is not so plain that an upward turn of prices will have the practical results desired, namely, the disposal of the stocks at the advance, unless edible fats in general gain more strength or find more demand than they have done recently. The following prices are for barreled oils on the spot: Prime crude, 30 cents nominal; off crude, 27 to 28 cents; prime summer yellow, 33 to 33½ cents; off summer yellow, 31½ to 32 cents; prime summer white, 36½ to 37 cents; prime winter yellow, 37 cents; cottonseed soap stock, 1½ cents per pound. At the South prime crude is nominal at 25 to 26 cents loose at the mill, with supplies very low. Cottonseed meal is dull at from \$20.00 to \$23.00 per ton ex dock here, according to quality.

ELBERT &amp; GARDNER.

NEW ORLEANS, May 7.

The New Orleans cottonseed-product market for the past two weeks has been very quiet, without any special feature outside of the fact that crude has been firm until the last few days of the past week, when free offerings in New York by the American Oil Co. tended to depress the market, and at the close Saturday both crude and refined were easier, and very little stock offering. The amount of oil held by the mills is rather small, and we look for higher prices to rule from now to the new season. The amount of refined oil held here is very small, of course, outside of what is held by the Union Oil Co. The American Cotton Oil Co.'s tank steamer, the "A. C. O.," is now here load-

ing for Rotterdam and will take about 15,000 barrels of refined oil, completing her cargo with cake and meal. Owing to this being the first trip of the steamer, we are not in position to state any facts regarding her trip, but it is our opinion that she is entirely too large, and it is only a question of time when the venture will be abandoned. We quote the market as follows: Prime crude loose here, 26 to 27 cents; loose Texas mills, 25 to 25½ cents, according to quality; cottonseed meal jobbing at depot in carload lots, \$20.00 per ton of 2000 pounds; prime meal for export, \$21.50 to \$22.00 per ton of 2240 pounds f. o. b. steamer; cake, same as meal; soap stock, 1½ to 1¼ cents; linters—A, 3½ to 3¼ cents; B, 3 to 3½ cents; C, 2½ to 2¼ cents, according to style and staple.

JAS. RAINEY &amp; CO.

## Cottonseed-Oil Notes.

AMONG the exports from Fernandina for April last were 1800 sacks of cottonseed meal and 100 barrels of cottonseed oil.

THE American Cotton Oil Co. on the 2d inst. declared the regular semi-annual preferred dividend of 3 per cent., payable June 1. The books close May 15.

THE Kyle Cotton Oil Co., of Kyle, Texas, filed an amendment to its charter, incorporating the ginning of cotton among its purposes and increasing its capital stock from \$20,000 to \$40,000.

THE cotton-oil mill at Hallettsville, Texas, opened up again on the 1st inst., and will run for a few weeks to dispose of the seed now on hand. The proprietors of the mill propose to sink an artesian well from which to draw their supply of water.

THE National Cottonseed Oil Mill, at Denison, Texas, which commenced running last December, closed on the 3d inst. for the season. The mill will commence operations again about July, and during the summer various improvements and additions will be made.

THE superintendents of Texas cottonseed-oil mills met in Waco, Texas, on the 2d inst. Mr. George C. Walsh, of Temple, delivered the opening address, stating the objects of the meeting, and presented his views as to the benefits to be derived from the proposed organization. Mr. George T. Parkhouse, of Waco, was chosen temporary chairman, and Hugh Echols, of Longview, secretary. A committee on constitution and by-laws was appointed, consisting of George C. Walsh, R. M. Boran, C. H. Carter, J. F. Folliard and A. J. Raveneau. In the afternoon session the constitution and by-laws were adopted. The association is to be known as the "Cotton Oil Mill Superintendents' Association of Texas." Both day and night superintendents are eligible for membership. Permanent officers were elected as follows: George C. Walsh, of Temple, president; George T. Parkhouse, of Waco, vice-president; Hugh Echols, of Longview, secretary and treasurer. Dallas was selected for the next place of meeting, which will take place on the first Tuesday in June, 1895. The names on the roll of the secretary of the association are as follows: W. L. Campbell, Itaska Cottonseed Oil Co.; A. J. Raveneau, Milam County Cottonseed Oil Mills, Cameron; Frank Wolfender, of Dallas; W. D. Kyser, of the Marlin Oil Co.; Thomas Self, Bowie Cottonseed Oil Co.; Hugh Echols, Longview Cottonseed Oil Co.; J. G. Mayfield, Belcher Cottonseed Oil Mills, of Belcherville; A. J. Wilson, Denton Cottonseed Oil Mills; W. G. Ahrenbeck, Brenham Compress, Oil & Manufacturing Co.; H. F. Cook, Goliad Oil Co.; O. K. Marks, Consumers' Oil Co., of Houston; George Roper, Ladonia Cottonseed Oil Co.; J. W. Mittle, Georgetown Oil Co.; William Reeves, Calwell Oil Co.; W. H. Emerson, Wolf City Oil Co.; Charles Duncan, New Braunfels Oil Co.; R. H. Font, the Planters' Oil Co.,

Weatherford; Charles Dabney, Bonham Oil Co.; P. Moody, Comanche Cottonseed Oil Co.; L. R. Nerin, Denison Cottonseed Oil Co.; E. A. Dill, Corsicana Cottonseed Oil Co.; R. M. Boran, San Marcos Oil Co.; A. J. Rigan, Ellis County Cottonseed Oil Co., of Waxahachie; Charles Duncan, Landa Cottonseed Oil Co., of New Braunfels; I. T. Folliard, Central Cotton Oil Co., of Temple; C. Baumgarten, Schulenberg Oil Mills; George C. Walsh, Empire Cotton Co., of Temple; George T. Parkhouse, Consumers' Cotton Oil Co., of Waco, and C. H. Carter, Grandview Cotton Oil Mills.

## Peanuts in North Carolina.

The use of peanuts as a food product, as noted in the MANUFACTURERS' RECORD, is exciting much interest in Virginia and North Carolina, where the nuts are grown extensively. They perceive that the market may demand a much larger crop in a few years, and are in hopes of realizing better prices. Two kinds are grown in North Carolina—the Virginia nut, which has a large fruit and is much used for eating, and the Carolina nut, which is smaller and more oily.

A representative of the MANUFACTURERS' RECORD obtained some interesting views on peanut culture in eastern Carolina recently, where they are raised in large quantities. One of the most successful growers is Mr. W. B. Shepard, of Edenton, who plants from sixty to 100 acres annually. About one bushel of nuts is required to "seed" a field producing a crop of sixty bushels to the acre. The fruit is stripped of its bark and inner skin and planted somewhat like corn. The fields are carefully weeded until the vines cover the ground. When ripe the vines are stacked and the nuts gathered and sent to the peanut "factory" to be cleaned and prepared for market. Mr. Shepard turns his hogs into the field after the crop has been gathered, and often fattens fifty and sixty porkers on the nuts left in the ground which have not been gathered. The vines he stores away, as he finds that they make an excellent winter feed for mules, not horses. The shucks are used for horse bedding, and thus all parts of the plant are utilized. He sometimes raises two crops in a season, but the second crop, while as good in quality, is never as large as the first. A sale at four cents per pound may realize a small profit, as the cost of raising is over three cents.

Growers say that the main objection to peanuts is that they exhaust the land, and that a second crop should not be raised on the same soil for several years; then a heavy coating of lime is needed on the top. There is a widespread feeling throughout eastern Carolina, however, about the "superstition," as it is termed, regarding factory brand nuts. Growers and dealers both say that the cleaning and brightening of the bark make no difference whatever with the quality of the fruit. The process makes the husk look better, but the kernel is undisturbed, as the shell is air-tight. "I have 200 bushels of black nuts (uncleaned) in my barn," said a grower, "which I shall use for seed. I couldn't get three cents a pound for them, although they are exactly as good and from the same crop that sold for over six cents in the market, simply because the black had been removed from the outside of the husks."

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.



## MECHANICAL.

## An Improved Universal Cutter and Tool Grinder.

Fine machine tools nowadays are built to accomplish a wide variety of work, and accompanying this diversity is the ability to turn out products of a higher excellence. Improvements in this class of machinery possess especial interest to a large class of mechanics and manufacturers, and with this in view we illustrate herewith an improved universal cutter and tool grinder. The large cut shows some of the work that can be done on this machine, and from which it will be noticed that the machine will not only do cutter and reamer sharpening, but all the necessary circular grinding making these various tools. Surface grinding is also an important feature of this machine, which can be very quickly adjusted for doing these various kinds of work. The machine is perfectly universal, and will grind any cutter and reamer without the use of special attachments. It is simple in its operation and the method of grinding produces, it is stated, the very best possible form of cutting edges.

Those familiar with grinding taper reamers and the side teeth of side milling and angular cutters are aware that the adjustment of the tooth-rest is a difficult one,

known to those who have heretofore been compelled to use a small wheel, making a hollow clearance, with a corresponding weak cutting edge.

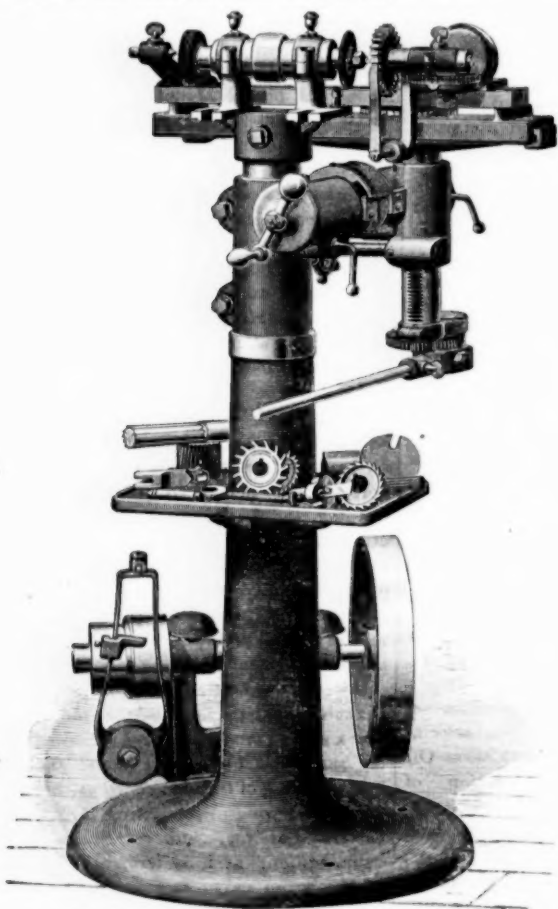
An important feature of this machine is that the table may be swung around on the column, and that the work can be brought into contact with the emery wheels on either side of the machine. Some of the advantages of this feature are described to be as follows: Work may be brought into contact with wheels in the most favorable manner for rapid grinding without heating the cutter; work may be ground more rapidly—for instance, a side milling cutter may have the top teeth ground off on the straight emery wheel on the right side of the machine and the side teeth on the cup-shaped wheel at the left side of the machine without taking cutter off the arbor or disturbing the tooth-guide; cutters

towards the emery wheel the holder carrying it slides on a shaft, while for the fine adjustment of grinding a screw is used. The table is elevated or lowered by means of a rack and pinion, and has a vertical adjustment of three and three-quarter inches. It is twenty and three-quarter inches long, has a horizontal movement of twelve inches, and will take in work between centres fifteen inches long. Adjustable dogs for stops on each side are provided. The table makes a complete revolution on slide, and may be set at any angle to ninety degrees. As long as the table is parallel to the line of motion of slide, work ground will be straight, without regard to its position as to emery-wheel spindle. The work-holder or swiveling head swivels both vertically and horizontally for clearance and for grinding work at an angle. All adjustments of table and swiveling head are indicated in degrees.

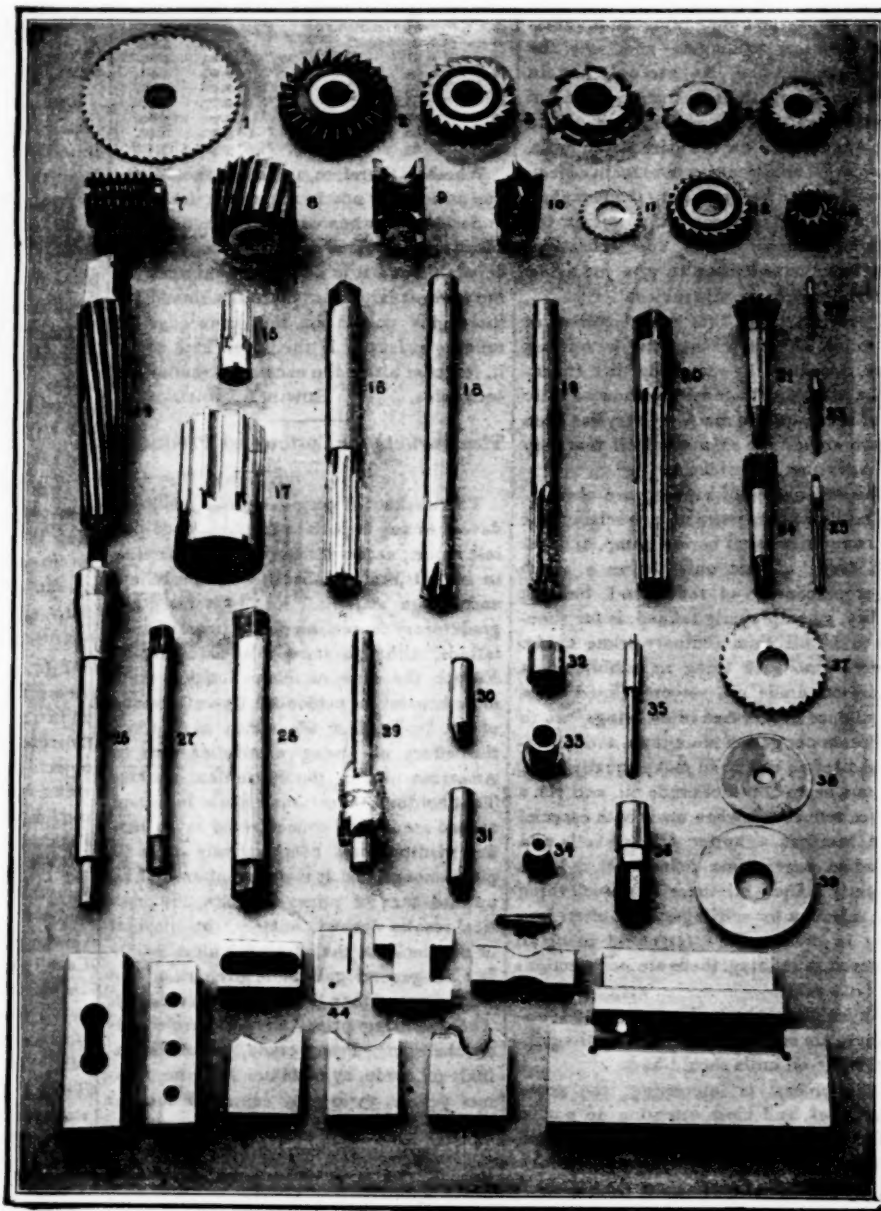
will be pleased to give any additional details desired.

## An Extensive Engineering Company Selects Baltimore as Headquarters.

Baltimore, selected as the headquarters for the operations of great corporations, with New York and Chicago occupying the subordinate positions of branch offices, is a rather new experience for those cities. Preferences of this character are, however, illustrative of the recognition this city's peculiar advantages are receiving. The selection of a base of operations by a large corporation is a serious problem, calling for the fullest inquiry and the best business judgment in its solution. The nomination of Baltimore as the location for the head offices of an extensive and important engineering firm just organized, is, in this connection, interesting. The firm of J. G.



IMPROVED UNIVERSAL CUTTER AND TOOL GRINDER.



WORK DONE BY THE IMPROVED UNIVERSAL CUTTER AND TOOL GRINDER.

because the cutting edge of tooth to be ground must be exactly parallel with the line of slide. This difficulty is said to be overcome in this machine. No attention is required to adjust the tooth-rest, as it is centrally fixed for all diameters of cutters and reamers. In grinding work the tooth-rest travels with the cutter, except when grinding spiral mills. It is made spring-like, acting as a pawl in a ratchet. This is considered a very positive and rapid way of passing to next tooth.

The side teeth of angular and side milling cutters are ground off with a practically straight-line clearance. This is done with a cup-shaped emery wheel three inches in diameter on the left side of the machine. The advantage of grinding side teeth with a fair-sized emery wheel, and at the same time grinding a straight-line clearance with a corresponding strong cutting edge, is

of a small diameter and sharp angles can be brought into contact with the emery wheel without the cutter, mandrel or centres striking the belt or head stock of the machine. In cylindrical grinding this feature permits the wheel to grind close up to a shoulder. In grinding the side teeth of side-milling and angular cutters, a slight movement of the table around the column changes the character of the cut from a sharp clearance for the stocking out between the teeth to a slighter clearance for finishing the cutting edge without any danger of drawing the temper. This same feature permits the rapid adjustment of machine from a simple cutter grinder to a surface grinder.

The table is moved forward and back by means of a lever, which can be placed to suit the position or convenience of the operator. For the rapid adjustment of table

The spindle is hardened and ground, and runs in bronze bearings. It is provided with dust caps and adjustment for wear. It has but one speed. All the wheels furnished with the machine have been selected for the various work illustrated, and operate best at the speed given. Endless belts may be used, as the spindle head may be moved up or down for adjusting them. A hand-rest is furnished for turning off the emery wheels and grinding other work by hand.

The countershaft furnished with this machine for driving the emery-wheel spindle is complete, including a novel device for shifting the belt. The loose pulley is made smaller in diameter than the tight pulley, to relieve the belt when machine is not in use.

The Cincinnati Milling Machine Co., of Cincinnati, Ohio, builder of this machine,

White & Co., of New York city, who have become widely known as contractors and builders on a large scale of electric railways, have changed their name to the White-Crosby Co., and moved their head offices to the Equitable Building, Baltimore.

A New York office will be maintained in the old quarters of the firm, 29 Broadway, and a Chicago office has been established in The Rookery. With this change the scope and resources of the concern are enlarged. Its staff of engineering experts is augmented, and the company is equipped for the handling of projects of great magnitude. Mr. J. G. White has been actively identified with electrical matters for the last ten or twelve years, and has done the great bulk of the electric railway work in Baltimore, where there has been such great activity for two or three years. Mr. O. M. Crosby resigned his position at the head of



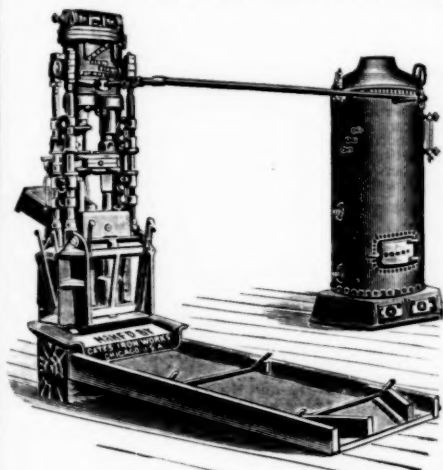
the railway department of the General Electric Co. to go into this new combination. This company, in addition to building electric railroads, will handle general electric railway supplies, build electric-light plants, etc.

#### A Practical Steam Stamp Mill.

Many rich mining prospects have and are being left undeveloped owing to the failure of old methods to successfully overcome difficulties encountered in mining. Every mining country possesses such claims, which are frequently abandoned for those more accessible and easy of development.

The attention of persons interested in such properties is called to the usefulness of a machine which was one of the novel exhibits among the mining machines and appliances shown at the World's Fair, attracting much attention and favorable comment by reason of its simplicity and evident practicability. It is known as the Tremain steam stamp mill. Herewith we present a view of the machine. The work the machine is intended to do is to crush to fine powder the gold or metal-bearing quartz or rock so that the minerals can be easily collected by concentration and amalgamation.

Two stamps are used, each of which has a stamp stem. The weight with piston, piston rod and other attachments is about 300 pounds each. The steam is taken from the boiler and admitted to the under



THE TREMAIN STEAM STAMP MILL.

side of the piston, which raises the stamp. When it has reached the top of its stroke, by an ingenious device the steam which has already been used to lift a stamp is now conveyed to the top side of the piston, which has a much larger area than the under side, and a blow is struck by the weight of the stamp urged by the steam pressure of 1000 pounds under ordinary boiler pressure. This is the amount of force developed, the amount expended being that which is required in lifting the stamps six inches. It is as if the 1000 pounds weight is constantly lifted free of cost. This is of importance and is one of the advantages of this system. The steam is made to do the work directly and with a result, it is claimed, of the saving of three-fourths of the cost of fuel.

The mill is seven feet six and a-half inches high and its base is 18x22 inches. Its screens consist of one 14x18 inches and two 14x7 inches. The weight of the complete mill with feeder is about 2700 pounds.

The aim has been to make the machinery light, yet durable and strong, and at such a price as to enable a man of small means to secure a plant and develop his mine—if it is located where it can be reached by rail or road—at small expense. The heaviest piece of this sectional stamp mill weighs only 340 pounds, so that transportation into the hills by pack animals is an assured and important feature in the operation. They are all made in sections, are easily put together, are compact and durable and

are made standard gage, so that the parts are interchangeable.

When sectional are not required, solid mortars are made. Although this machine has been devised to meet the wants of a class of mining men in moderate circumstances, any number of these batteries can be added to the plant as the developments and prospects will warrant without incurring a loss on what has already been done.

The complete plant for operating the Tremain steam stamp on free milling gold ores consists of a boiler, steam stamp, copper tables and retorts. The machinery runs independent of a building, and can be set up under a shed, making a saving in first cost of machinery, buildings, foundations and running expenses.

The plant is easily transported to any point accessible by man and mule. It can be put in operation in three to five days, and can be run with slight outlay for wood, water, oil, etc. This is due to the fact that the same steam that lifts the stem is made to pass to the opposite side of the piston and strikes as heavy a blow as desired, regulated by the pressure of steam, similar to the well-known steam hammer. One hundred pounds boiler pressure is equivalent to a 1000-pound stamp. The capacity of the mill will vary circumstantially, ranging from six to ten tons of ore per day.

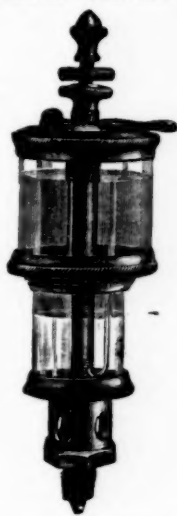
The testimony of users shows that this mill is filling a popular want, and appears to solve the problem of prospecting and developing mining properties at a minimum expense. The Gates Iron Works, 50 South Clinton street, Chicago, Ill., are the builders of this mill, and will furnish any further details desired.

#### The "Purity" Oil Cup.

A purifying oil cup is illustrated on this page. It is ornamental in design, and said by users to be perfectly reliable for any kind of oil. It is called the "Purity" oil cup. By its purifying process a gummy substance found in most all lubricating oils is removed, as well as grit and dust. For high-speed machinery it is claimed to be indispensable.

The following directions for operating the cup will explain its details:

The desired feed can be obtained by separating the two nuts and turning the



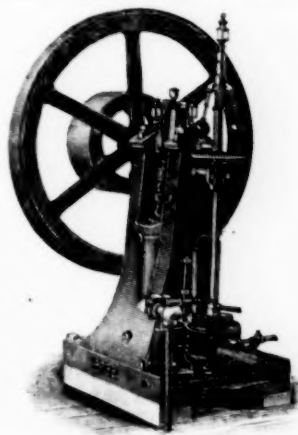
THE "PURITY" OIL CUP.

spindle up or down; when thus the valve is set, screw down the top nut perfectly tight. For stopping the feed, turn the slide from underneath the nut. Before filling the cup with oil, fill with water until the bottom chamber is filled up to the water line shown by the cut; when this is properly done, fill up with oil. The oil will rise through the water by its gravity drop by drop; all grit and impurities in the oil will settle at the top of the water, above which the pure oil is used for lubricating.

The Arch Street Manufacturing Co., 619 Arch street, Philadelphia, Pa., manufactures this cup.

#### The Evans Gas Engine.

A motor of high promise, built on simple and economical lines, is shown in the illustration herewith of the Evans Gas Engine. Edwin W. Evans, inventor of this engine, has been identified for many years with the building of gas engines. The more special features of his new engine have reference to the construction and operation of a balance valve, combining the principles of mixing, condensing, igniting and exhausting, and having for its object cheapness and durability in construction and opera-



THE EVANS GAS ENGINE.

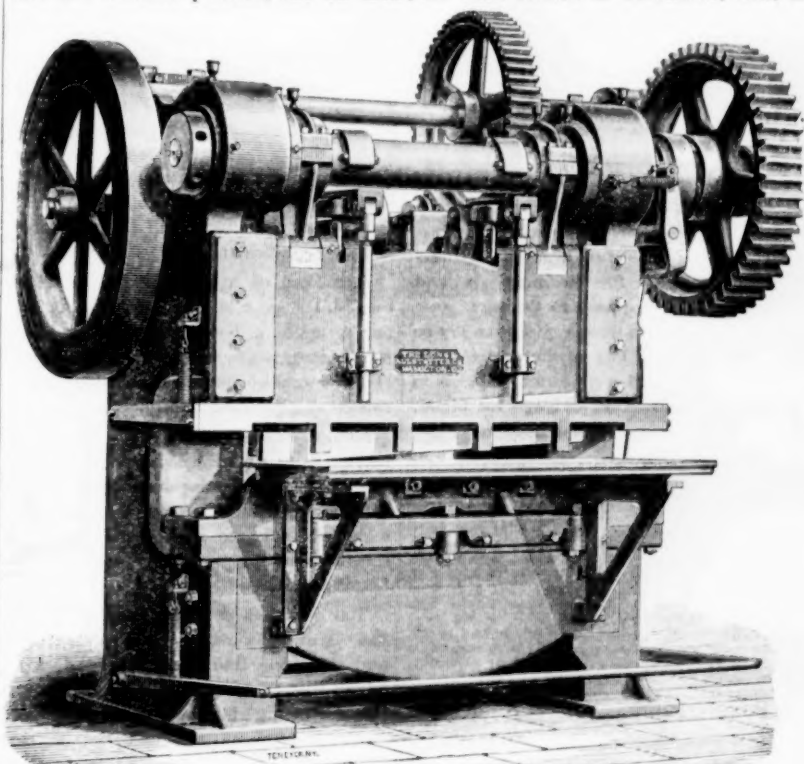
tion, and efficiency in timing, while, at the same time, the use of eccentrics and cams is avoided. In the American letters-patent under which it is manufactured (No. 488,165) the principal claim is for "the combination, with the piston cylinder, piston and its connected power-transmitting gearing, of a balance valve, consisting of a fixed body portion, having a combined supply and mixing port, a combined exhaust and outlet port and combined port communication with the piston cylinder, and two movable portions, one on each

the exemption from deposit in any part of cylinder or valves is proven by tests made in engines that have been running at steady speed for several consecutive months. The Evans Gas Engine Co., 23 South Front street, Philadelphia, Pa., is the manufacturer of this engine.

#### A New Gate Shear.

A view is herewith given of a handsome machine which was lately brought out by the Long & Allstatter Co., of Hamilton, Ohio, for shearing plate work. In appearance this machine shows those features of design and construction which the name of its makers seems to suggest. It is a table machine with a deep throat, and is therefore adapted for cross-shearing and for slitting. The cam-shaft is of steel running in bushed bearings, and the pendulums are of steel bushed with gun metal. The shear blades are reversible, each having two cutting edges. The machine has an automatic hold-down to pinch the plate while being sheared, and also has automatic stop mechanism, which brings the shear to rest at any desired point of stroke. The machine is of great power, being double geared. The one illustrated is arranged to be driven by belt, but they are also built with self-contained steam engines for driving them. The machines are built in various sizes, the illustration being taken from a machine adapted for shearing steel up to one inch thick, and to cross-shear plates ten feet wide and under. The depth of throat or overhanging of shear varies in different sized machines from six inches to thirty-six inches, the greater overhang of course requiring very much greater weight in the machine. A machine with 36 inch depth of throat will slit thirty-six inches from the edge of a sheet of any length.

THE Colbert County Business League has been formed at Tusculum, Ala., to



A NEW GATE SHEAR.

side of said fixed portion, mounted on a shaft extending through the latter and rotating therewith, each of said movable portions provided with a pocket adapted to communicate with their respective ports in fixed portion of predetermined intervals." This extract from the patent gives an idea of the technical claims. The practical claims are that the engine is simple, compact, durable, noiseless, steady, clean, is started instantly, runs evenly and is economical to a degree that invites comparison with any other engine in the market. The combustion is practically perfect, and

encourage and promote immigration, establish manufacturing industries and assist in the development and upbuilding of the county. Its officers are: J. N. Sampson, president; Henry Habbler, first vice-president; P. N. G. Rand, second vice-president; G. T. McWhorter, third vice-president; A. H. Carmichael, secretary, and G. Lueddemann, treasurer.

CONTRACT has been awarded to Cameron & Manning, of Philadelphia, Pa., by the Aransas Pass Harbor Co. for improving Aransas harbor, the new Texas gulf port.



## PHOSPHATES.

## Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,  
BALTIMORE, May 10.

In the general phosphate market the volume of business continues light, and manufacturers are only buying to supply immediate wants, expecting a lower range of values in the near future. The market at points of production continues very steady, and in South Carolina there is a good demand, mostly foreign. Florida development continues good, with shipments quite heavy during the month of April, the demand being principally from the United Kingdom and Continent. The arrivals of phosphate rock in the local market during the past week were the schooners Agnes Manning, with 1500 tons, from Ashepoo, S. C., and the M. Luella Wood, with 850 tons, and the B. F. Lee, with 650 tons, both from Charleston, S. C. The charters during the week were the schooners Mary S. Bradshaw and Douglass Gregory, Ashley river to Baltimore, and Margaret May, Charleston to Baltimore. The New York charters reported for the week were as follows: A British steamship, 1166 tons, Brunswick, Ga., to Rotterdam, 15s. 9d.; a British bark, 267 tons, Grand Coneatable Island to New York, \$2.25; a British steamship, 1167 tons, Charleston, S. C., to Genoa, 17s. 6d. May; a Norwegian steamship, 1345 tons, Tampa, Fla., to Genoa, 18s. May-June, and a British steamship, 1385 tons, Port Royal to United Kingdom, 13s. June. The market closes steady, as follows: South Carolina rock, \$4.25 to \$4.50 for crude; \$5.00 to \$5.25 for hot-air-dried, and \$6.50 for ground rock, all f. o. b. Charleston. Florida rock is quoted \$4.00 to \$4.25 for 60 per cent. river pebble, \$4.50 to \$4.75 for 65 per cent. and \$5.00 for 70 per cent., all f. o. b. Punta Gorda or Tampa.

## FERTILIZER INGREDIENTS.

The market during the past week has been active, with prices firm for ammoniates. In fact, during the past month there has been unusual activity, with a continuous demand for the higher grades of tankage, blood and hoof meal. Many manufacturers were bare of stock, and the spring trade in the East as well as in the Western States has been largely in excess of last year. There has been a large business done on contract for the next six and twelve months of 9 and 20 tankage, footing up some 15,000 tons, at \$16.00 to \$17.00 f. o. b. Chicago. The market closes with light supplies and very firm at \$2.00 to \$2.05 per unit f. o. b. Chicago for blood, \$1.90 per unit f. o. b. for hoof meal and concentrated tankage.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$3 25@	\$3 50
Nitrate of soda.....	2 45@	2 50
Hoof meal.....	2 25@	—
Blood.....	2 30@	2 35
Azotone (beef).....	2 35@	2 40
Azotone (pork).....	2 45@	2 50
Tankage (concentrated).....	2 25@	—
Tankage (9 and 20).....	\$2.10 and to cts.	—
Tankage (7 and 30).....	19 00@	20 00
Fish (dry).....	nominal	25 00@ 26 50
Fish (acid).....	18 00@	20 00

CHARLESTON, S. C., May 8.

The phosphate market continues firm, and while there is an occasional drop in price to meet the views of buyers, sellers generally are holding up to their figures and look for a brisk trade during the summer. Several large contracts for future delivery are noted. Prices quoted are about \$4.50 crude, \$5.00 to \$5.25 hot-air-dried and \$6.50 ground rock. The coastwise shipments for the week were: Per schooners M. Luella Woods, 850 tons, for Baltimore; Emma L. Cottingham, 700 tons, for Baltimore; B. F. Lee, 600 tons, for Baltimore; D. K. Baker, 600 tons, for New York; while in port and loading are Blanche Hopkins, for Norfolk; E. G. Hight, for Norfolk; E. A. Baizley, Maggie M. Keough, Maggie J. Lawrence,

A. D. Lamson. The shipments from September 1, 1893, to date are 81,032 tons, against 70,931 tons for same date last year. The river miners are getting their dredges back at work in the Coosaw river rapidly. There are now six at work, and soon the entire plant of each company will be restored to its former capacity.

## Phosphate and Fertilizer Notes.

MR. K. B. HARVEY, deputy collector of the subport of Punta Gorda, Fla., reports the shipments of phosphate for the month of April last as follows: April 5, schooners Meteor, with 198 tons, and Lizzie Ells, with 139 tons, for Mobile; 7th, steamship Wydale, for Bonness, Scotland, with 2386 tons; 12th, steamship Effective, for Stettin, Germany, with 2378 tons; 21st, schooner Elsie A. Bayles, for Mobile, with 500 tons; bark Swansea Castle, for Falmouth, Eng., with 900 tons, and Lizzie Ells, for Mobile, with 138 tons, all by Comer, Hull & Co. The shipments by the Peace River Phosphate Co. were 3000 tons on the 7th by the steamship Apex for Plymouth, England; 3100 tons on the 16th by steamship Wave for London; 1030 tons on the 17th by the schooner John C. Haynes for Wilmington, Del., and 3000 tons on 25th by steamship Acon for Cuxhoten, Germany. Also 1138 tons by schooner Alice Holbrook for Baltimore by the Pharr Phosphate Co. Total for the month 17,907 tons, of which 4043 tons were domestic and 13,864 tons foreign.

MR. FRED. LEWIS, of the Foote Commercial Phosphate Co., of Bartow, Fla., representing a New York syndicate, in a special to the MANUFACTURERS' RECORD states that a company is now organizing under the laws of West Virginia. This company, it is said, intends to erect one of the largest plants in the pebble phosphate district of South Florida, and also proposes to export lumber, having under control 5000 acres of the finest timber land in that section of the State. The projectors of this enterprise have, it is reported, procured from the American Mining & Improvement Co. 3960 acres, which joins the Bone Valley Phosphate Co.'s property. The company when organized will conduct a very extensive business, and the plants and saw mills to be erected will be first-class in every respect, and nothing but the best machinery will be introduced in each department.

THE town of Albion, Fla., about eighteen miles west of Gainesville, is experiencing quite a boom. Three new phosphate plants are to be erected in the course of a few weeks—one for E. B. Batley and two for the Portland Phosphate Co.

NIXON BROS., at Phenix, Fla., will make a shipment of 800 tons of phosphate this week. The Tudor mines at that point have stopped shipping for a few days to make repairs in the machinery. They have several hundred tons of phosphate ready for shipment.

THE Winston & Bone Valley Railroad has begun the construction of a telegraph and telephone line from Lakeland, Fla., to the different phosphate plants along its line. The big phosphate mills of the Land Pebble Phosphate Co. and the Florida Engineering Co. at Lakeland are nearing completion.

PROF. W. B. PHILLIPS, in closing a full review of the phosphate discoveries in Tennessee, writes to the Engineering and Mining Journal as follows: "In summing up the following observations are pertinent: 1. The phosphate rock occurs over a large territory, in certain parts of which only has it been found of sufficient richness and thickness to be mined profitably. 2. There are wide areas within which little or no careful prospecting has been done, although it is known that the phosphate rock is found in greater or less quantity. 3. So far as the analyses show, the content of alumina is not such as to be a serious

obstacle in the way of using the rock for the manufacture of acid phosphates. 4. It is not likely that at any place large quantities of rock can be mined in any other way than as coal is mined, i. e., by drift or shaft. 5. Analyses must keep pace with prospecting and mining. There is good rock in Hickman and Wayne counties. Some of it can be mined and treated profitably, and some cannot."

MR. A. D. LEDOUX, superintendent of the Richmond Chemical Works, of Richmond, Va., writes us that since January 1 that company has shipped 28,000 tons of fertilizers, exceeding last year's business for the corresponding time by some 3000 tons. The entire shipments up to June 1 will, it is thought, exceed the business of last year by some 15 to 20 per cent.

THE British steamship Sumerton sailed from Port Tampa on the 5th inst. for Hamburg with 3105 tons of phosphate. She will touch at Newport News for coal.

A SPECIAL from Hampshire, Tenn., states that one of the richest and most important phosphate discoveries was made on the 4th inst. by Dr. W. J. Stockhand, of Mount Pleasant, at the E. D. Hughes place. The land embraces 420 acres, and shows an average face of five feet, which extends throughout the entire tract. One of the advantages of the discovery is that the phosphate is so near the surface, not over ten feet of earth covering it at any point on 100 acres.

## Iron Markets.

CINCINNATI, May 5.

It has been a very quiet week in every branch of the crude-iron trade excepting Bessemer pig. The stopping of all the furnaces in the Pittsburg district, Mahoning and Shenango valleys with the exception of a very few stacks which have temporary supply of coke on hand has created a sudden scarcity of Bessemer stock. It happened that a few days before the strike very large sales of Bessemer pig were made to steel works in central and eastern Pennsylvania to go from furnaces in Mahoning and Shenango valleys. These sales not only cleaned up all the stocks at the furnaces, but also absorbed the surplus capacity of plants for some time to come. An almost complete cessation of output following these arrangements has naturally given a firmness to Bessemer quite out of proportion to that witnessed in other branches of the market. The prices have advanced \$1.50 per ton, and it is believed that for prompt delivery a still higher price could be obtained.

In foundry and forge irons no improvement is yet felt. There is certainly no change in the general condition of business to warrant any improvement, as consumers of all classes are dull and buying but little. Should the suspension of furnaces last long, however, the effect must be felt on the market, as stocks are not large anywhere, and a certain consumption of at least 100,000 tons per week is going on. Buyers refuse to be alarmed in the least degree about any scarcity, and yet it is a fact that certain standard grades of iron are already scarce, and if different general conditions surrounded the situation a sharp advance could be easily scored.

It seems improbable that any termination of the strike can be reached that will start furnaces blowing before the first of June, and it is more likely to be the first of July before a general resumption is reached. It will be borne in mind that after the dispute is settled coal enough must be mined to supply shortages for railroads and similar pressing needs, and then it will take some time to produce a sufficient supply of coke to warrant furnaces in starting. Adding to this the time occupied in transit and the necessary accumulation of a little stock for safety, and it will be seen that from two to three weeks

must elapse after miners resume work before furnaces start up.

Agricultural-implement makers are making a much shorter season than usual, and some of the largest are about to close down, having made up all the stock they think prudent under prevailing conditions. Stove men have also generally accumulated considerable finished stock. Cast-iron works still continue busy, and the kindred lines of pipe, pumping machinery, etc., for municipal improvements are pretty well occupied. Jobbing foundries, machine foundries and the like are very dull. There is a general desire for Congress to settle upon some adjustment of the tariff, whatever it may be, and adjourn, though it must be admitted that all unfavorable effects of reduced schedules have been double discounted, and that, generally speaking, industrial interests have become weary of the prolonged discussion.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 25@	\$10 50
South. coke No. 2 foundry.....	9 25@	9 50
Hanging Rock coke No. 1.....	12 00@	12 50
Hanging Rock charcoal No. 1.....	16 00@	17 00
Tennessee charcoal No. 1.....	14 00@	14 50
Jackson county stone coal No. 1.....	14 50@	16 00
Southern coke, gray forge.....	8 75@	9 00
Southern coke, mottled.....	8 50@	8 75
Standard Alabama car-wheel.....	16 25@	17 25
Tennessee car-wheel.....	15 50@	16 00
Lake Superior car-wheel.....	16 00@	16 50

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$13 50@	\$14 00
No. 2 foundry lake ore coke iron.....	12 50@	13 00
No. 1 American-Scotch.....	13 50@	14 00
No. 2 American-Scotch.....	13 00@	13 50
No. 1 standard Southern.....	11 50@	12 00
No. 2 standard Southern.....	11 00@	11 50
No. 1 standard Southern soft.....	11 00@	11 50
Standard Southern car-wheel.....	18 25@	18 75

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75@	\$11 00
Southern coke No. 2.....	9 75@	10 00
Southern coke No. 3.....	9 50@	9 75
Southern gray forge.....	9 00@	9 25
Southern charcoal No. 1.....	15 00@	16 00
Missouri charcoal No. 1.....	12 00@	12 50
Ohio softeners.....	14 50@	15 00
Lake Superior car-wheel.....	16 50@	17 00
Southern car-wheel.....	17 00@	17 50
Frick's Connellsville foundry coke.....	4 50	—

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$12 00@	\$12 25
Standard Alabama No. 2 X.....	11 00@	11 25
Strong lake ore coke iron No. 1 X.....	14 00@	14 25
Strong lake ore coke iron No. 2 X.....	13 00@	13 25
Lake Superior charcoal.....	16 25@	16 50
Standard Alabama C. C. W.....	18 00@	18 50

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$13 25@	\$13 75
Alabama No. 2 foundry.....	12 25@	12 75
Alabama No. 3 foundry.....	11 75@	12 25
Alabama No. C. C. car-wheel.....	18 75@	19 25
Strong L. S. coke iron No. 1 foundry.....	14 50@	15 00
Lake Superior charcoal car-wheel.....	17 50@	18 00
American-Scotch (Northern) No. 1.....	14 50@	15 00

ROGERS, BROWN &amp; CO.

## Our Mineral Productions.

THE MANUFACTURERS' RECORD has compiled from the report on mineral resources for 1893, by the United States Geological Survey, the quantity and value of the various mineral products for the year as follows:

	Quantity.	Value.
Pig iron, long tons.....	7,124,502	\$4,810,426
Silver, troy ounces.....	60,000 000	77,575 757
Gold, troy ounces.....	1,739,081	35,950,000
Copper, pounds.....	337,416 848	34,654,601
Lead, short tons.....	163,982	11,839,590
Zinc, short tons.....	78 832	6,306 560
Quicksilver, flasks.....	30 164	1,108 527
Aluminum, pounds.....	339,639	266,903
Antimony, short tons.....	25	45,000
Nickel, pounds.....	49 398	22,197
Platinum, troy ounces.....	8,638	1,788
Bituminous coal, long tons.....	114,527,198	122 667,020
Penna. anthracite, long tons.....	48,170,000	85,684,065
Lime, barrels.....	58 000,000	35,950,000
Building stone.....	—	33,665,573
Petroleum, barrels.....	48,412,666	28 932,326
Natural gas.....	—	14,346,250
Clay (except potter's clay).....	—	9,000,000
Cement, barrels.....	8,002 467	6,262,841
Mineral waters, gallons sold.....	23,544 495	4,246,734
Phosphate rock, long tons.....	942 368	4,141,570
Salt, barrels.....	11,357,178	3,941,137
Limestone for iron flux, long tons.....	3,958,055	2 374,833
Zinc, white, short tons.....	21 656	1,804 420
Potters' clay, long tons.....	400 000	600,000
Gypsum, short tons.....	252 615	696,615
Borax, pounds.....	8,699,000	654,425
Mineral paints, long tons.....	37 714	836,294
Fibrous talc, short tons.....	35,861	403,434
Asphaltum, short tons.....	47 779	372 322
Soapstone, short tons.....	21,071	255,067
Precious stones.....	—	204,041
Pyrites, long tons.....	75 777	256,582
Corundum, short tons.....	1 713	142,325
Novaculite.....	—	135,173
Mica, pounds.....	66,671	88,927
Fluospur, short tons.....	12 460	84,000
Feldspar, long tons.....	18 391	68,037
Manganese ore, long tons.....	7 718	66,614
Flint, long tons.....	29 671	63,792
Sulphur, long tons.....	1,200	42,000
Asbestos, short tons.....	50	25,000



THE quarterly meeting of the Hardwood Exporters' Association was held at Grafton, W. Va., on the 4th inst. There was a large attendance of members from Baltimore and West Virginia. Among those present at the meeting were representative millmen from different parts of the State, who were invited to discuss the situation



from their standpoint. Many of those present admitted that under the present condition of trade the proper solution of difficulties would be a return to the old methods of inspection, when uniformity of grades was the rule and better prices the result. There was some slight change made in the inspection rule with regard to sap or "specials." This was made in the interest of the manufacturer, it being stated that "bright live sap" was no bar to this grade. The association so far has been a great benefit to the entire trade, and the establishment of inspection rules known and accepted by all, both at home and abroad, is a step in the right direction. The membership of the association handles at least 80 per cent. of the entire export trade in oak planks from the United States.

A SPECIAL from St. Mary's, Ga., states that one of the saw mills owned by the Hilton Dodge Lumber Co., on the Satilla, was burned on the 29th ult. The lumber, wharves, offices, houses, and in fact everything near the mill, was destroyed. The total loss is estimated at over \$100,000. There was some insurance, but the amount is not stated.

THE schooner Annie Lord cleared last week from Wilmington, N. C., for San Domingo with 240,000 feet of lumber and nine packages of doors, blinds, etc., shipped by Messrs. Fore & Foster.

MR. JOHN T. SMITH, of Baton Rouge, La., whose sash and blind factory was destroyed by fire last week, has purchased a square of ground in that city, and is making preparations to erect a more complete plant than the one consumed.

THE Atlantic Lumber Co. commenced transferring its entire plant from Phoenix, Fla., to Stark, where it will operate in future.

THE American Lumber & Box Co., of Baltimore, an enterprise previously mentioned in the MANUFACTURERS' RECORD as recently organized, received last week the largest lot of box lumber that ever came to Baltimore. The total amount received was 1,151,000 feet of pine, which came on three barges towed from the North Carolina coast by the tug Asher J. Hudson, of the Hudson Transportation Co. This lumber will be converted into shooks to be exported to Europe and South America.

AT a meeting of the bondholders of the J. E. Potts Lumber Co., of Ogamaw, Ark., now in the hands of a receiver, it was declared that the chancellor be requested to order a sale of the property on three, six and nine months' credit. This is one of the largest plants in the State.

THE following clearances of yellow-pine lumber are reported at Jacksonville, Fla., for the week: Schooners Maggie J. Chadwick, for Demerara, with 189,575 feet; Mary F. Corson, for Kingston, Jamaica, with 215,000 feet; Robert W. Dusey, for New York, with 200,000 feet, and the Caroline Hall, for the same port, with 218,000 feet. The Clyde Line steamship Cherokee had among her cargo 300,000 feet of pine lumber and 2000 railroad ties. The schooners Nimrod and Isaac Oberon were loading lumber on the 5th for New York, and the John H. Converse for St. Lucie, B. W. I.

THE arbitration case which has been pending for some days between the Tunis Lumber Co., of Baltimore, and the Suffolk Lumber Co., of Virginia, has been decided in favor of the former company. The arbitrators were Messrs. Howard N. Johnson, E. B. Freeman and R. S. Cohn, of Norfolk, members of the North Carolina Pine Lumber Co. The amount awarded the Tunis Lumber Co. was \$4843.25 upon a contract to get out, cut, saw and kiln-dry about 50,000,000 feet of timber on a tract of land in Gates county, North Carolina. The contract was made three years ago.

THE Tennessee-Carolina Hardwood Co. was incorporated in Baltimore on Tuesday

last with a capital stock of \$10,000, its purpose being to deal in lands, lumber, etc. The incorporators are John E. Carshee, M. T. Cockey, Luther H. Gwaltney, Walter D. Focke and Joseph S. Seth.

AMONG the clearances from Brunswick, Ga., last week were the schooners Addie B. Bacon, for Philadelphia, with 6700 oak ties; Ann Louise Lockwood, for Providence, with 231,000 feet of lumber, and the Dora Ma hews, for New York, with 384,000 feet. The schooner A. F. Crockett arrived from Havana and is loading ties and lumber for New York from Wheelright & Co.

#### Terra-Cotta Lumber Plant for Baltimore.

After having sought for the past two years for a suitable location in the East for a large manufacturing plant, the Pittsburg (Pa.) Terra-Cotta Lumber Co. has selected New Warsaw, the new industrial town located on Back river, near Baltimore, Md. Arrangements for locating this plant have just been made with the New Warsaw Land & Industrial Co., of 210 North Calvert street, Baltimore, which is locating industries at the new town. The Pittsburg Terra-Cotta Lumber Co. expects to expend about \$20,000 in erecting and equipping a plant for the manufacture of terra-cotta lumber, and 200 men are to be employed. These proposed works will not be a branch, but rather an Eastern depot for supplying the Southern and Eastern trade of the Pittsburg company.

Thus Baltimore secures another new factory. This city is now averaging at least one new large enterprise a week, even in these dull times.

#### Chair Manufacturing in Kentucky.

Messrs. S. T. Chamberlain, E. M. Hays and C. E. Gray, who write that they were formerly managers of two of the largest chair plants in the Northwest, have moved to Frankfort, Ky., where they will engage in the manufacture of chairs. They will operate as the Capital City Chair Co. and start under most favorable auspices, having already sold their entire output for the first year to Chicago and St. Louis jobbers. These gentlemen, writing to the MANUFACTURERS' RECORD, say that "it is surprising that, considering the abundance and cheapness of lumber and labor in this section, more woodworking establishments are not started."

#### Population Moving Southward.

SOUTHERN PINES, N. C., May 6.  
*Editor Manufacturers' Record:*

Dr. W. C. Wile, Danbury, Conn.; Rev. R. G. McNeal, Bridgeport, Conn.; A. W. Smith, McKeesport, Pa.; Dr. Peasley, Boston, Mass., and Dr. Van Rensselaer, Albany, N. Y., have purchased sites and will erect dwellings to cost from \$3000 to \$7000 each.

Dr. E. W. Martin, of New York, will erect a frame clubhouse to cost about \$5000.

Dr. Smith, of Greensboro, Pa., intends building a frame sanitarium to have steam heat and cost about \$6000.

ENCOURAGED by the experiences of others, another German colony is to be established in Maryland. Seven hundred acres of land have been secured for the purpose on Bodkin creek, Anne Arundel county, and will be divided into farms of from ten to twenty-five acres. A German village will be located along the main road, and canning and other factories started.

THE Lone Star Iron Co.'s furnace and other property at Jefferson, Texas, was offered for sale on the 1st inst., but was not sold, owing to the bid being insufficient. The highest bid made was \$63,000, whereas a minimum of \$65,000 is required to effect the sale. A date will be set for another sale.

## FINANCIAL NEWS.

### New Financial Institutions.

Abbeville, La.—A bank is being organized by Eli Wise & Co. and others.

Charleston, S. C.—The Enterprise Banking & Trust Co. has commenced business with J. J. Wescoat as president, and Wilson G. Harvey, Jr., cashier.

Kissimmee, Fla.—The Osceola County State Bank will organize with John M. Lee, president, and E. Nelson Fell, of Narcoossee, cashier. The capital stock will be \$15,000, with power to increase to \$50,000.

Pleasant Hill, Mo.—The People's Guarantee, Savings and Loan Association has been incorporated by G. M. Smith, A. M. Young, C. M. Kellogg and others with a capital stock of \$50,000.

Way Cross, Ga.—J. E. Wadley and associates are organizing the First National Bank of Way Cross.

Way Cross, Ga.—The Bank of Way Cross has commenced business with A. M. Knight, president; H. W. Reed, vice-president, and Newton Woodworth, cashier. The capital stock is \$50,000.

Wheeling, W. Va.—The Investors' Mutual Life Insurance Co. has been incorporated by E. M. Carver, D. W. Brewer, L. M. Stahl, A. Dimmock and W. H. Woodruff. The capital stock is \$100,000.

Wilmington, N. C.—James H. Chadbourn, Jr., and others are organizing the National Bank of Wilmington. It will have a capital stock of \$100,000.

### New Bond and Stock Issues.

Bluefield, W. Va.—The People's Bank, which recently commenced business with a capital stock of \$25,000, may increase same to \$50,000.

Crisfield, Md.—The Somerset Savings, Building and Loan Association has increased its capital stock to \$500,000.

Galveston, Texas.—The Galveston City Street Railway Co. has sold \$1,000,000 of its 5 per cent. bonds. The proceeds will be used to redeem outstanding bonds and pay off the company's floating debt.

Galveston, Texas.—N. W. Harris & Co., of New York city, have purchased \$300,000 of Galveston's city 40-year 5 per cent. water-works and sewer bonds at par, less a commission of 2½ per cent.

Hillsboro, Texas.—The issuance of \$4000 of 6 per cent. 30-year school bonds is contemplated. The mayor can be addressed.

Jacksonville, Fla.—John H. Colvin has applied to the United States court for an injunction restraining the city from issuing the \$1,000,000 of bonds which Coler & Co., of New York city, were to float.

Madison, Fla.—B. C. Lewis, of Tallahassee, has purchased, at 98 per cent., the \$16,000 of city water-works bonds.

Mt. Pleasant, Texas.—\$10,000 of school bonds are offered for sale by the city. The mayor can be addressed.

Taneytown, Md.—The town has voted to issue \$6000 of bonds. George S. Motter can be addressed.

Webb City, Mo.—\$25,000 of 10-20-year 5 per cent. bonds are offered for sale. Address J. J. Funk, mayor.

### Interest and Dividends.

Baltimore, Md.—The Traders and Mechanics' Savings Association has declared a dividend of 6 per cent.

Baumont, Texas.—The Southwestern Fence Co. has declared a dividend of 5 per cent.

Sanford, Fla.—The Sanford Loan & Trust Co. has declared a dividend of 5 per cent.

Starkville, Miss.—The comptroller of the currency has declared a dividend of 30 per cent. in favor of the creditors of the First National Bank of Starkville.

Vernon, Texas.—The creditors of the

First National Bank of Vernon are to receive a dividend of 10 per cent.

Wilmington, N. C.—A dividend of 10 per cent. on claims proven will be paid by W. S. O'B. Robinson, receiver of the First National Bank of Wilmington. This is the fourth dividend, making 50 per cent. on claims amounting to \$530,000.

### Failures and Suspensions.

Sedalia, Mo.—The First National Bank has suspended business. Its capital stock is \$250,000.

### Financial Notes.

THE close of the first fiscal year of the Frederick (Md.) Clearing-House Association shows aggregate clearances amounting to \$4,968,921 and balances of \$1,480,663.

SMITH COUNTY, TEXAS, desires to invest not less than \$25,000 nor more than \$35,000 in United States bonds, Texas State or county bonds for the benefit of its permanent school fund. Proposals can be addressed to J. M. Ruck, county clerk, Tyler, Texas.

The Continental National Bank of St. Louis, Mo., is preparing to reduce its capital stock from \$2,000,000 to \$1,000,000, and will have a stockholders' meeting on May 28 for that purpose.

A SAVINGS department will be added to the Central National Bank, Columbia, S. C.

PARKER, EWING & Co. have succeeded to the banking and brokerage business of Parker & Cates at Little Rock, Ark.

GEORGE W. WATERS, JR., has been appointed cashier of the Citizens' National Bank of Laurel, Md., to succeed A. T. Brooks, resigned.

J. D. BAKER has been made president of the First National Bank of Weatherford, Texas, in place of N. W. Davis, deceased. A. F. Starr is elected vice-president to succeed W. R. Turner, resigned.

A. E. MOORE has been elected second vice-president of the Iron City National Bank at Llano, Texas. W. O. Richardson has been made cashier, with N. T. Moore, Jr., as assistant.

### Falls Into Line on Immigration.

Barnwell, S. C., falls into line with every other progressive town in the South in the organization of an association designed to encourage immigration. Mr. A. P. Manville and others have planned an association the object of which is to make known the attractions of Barnwell county to both manufacturers and farmers. With the enthusiasm that is being aroused throughout the entire South, from Maryland to Texas, upon this vital question, and the almost universal desire in the North and West to come South, we may soon expect a steady stream of population this way.

### Scandinavians Moving Southward.

There was quite a large meeting of Swedish citizens who desire to settle in the South, at Rockford, Ill., on the 2d inst. Captain Von Axelson has succeeded in arousing much interest in Southern settlement, and about 1700 acres of land have already been purchased in Louisiana, having been bought by Rockford people. A. W. Haegberg was selected at the meeting to visit Louisiana and investigate the situation thoroughly. Many of the Rockford people who expect to go South will not leave before fall.

### A New Crop for Alabama.

The American Oak Extracting Co., of New Decatur, Ala., which is engaged in making tannic acid, is endeavoring to encourage the cultivation of canaigre in order to utilize it in the manufacture of tannic acid. The company has shipped to New Decatur 1000 pounds of canaigre from California, which is being distributed to the farmers who propose to attempt its cultivation.



# CONSTRUCTION DEPARTMENT.

**WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.**

\*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

✶ In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

## ALABAMA.

**Brewton—Iron Bridge.**—The county commissioners have located site for the construction of an iron bridge across Murder creek, near Brewton. For further information address C. L. Lowell.

**Bridgeport—Woodenware Factory.**—The Bridgeport Woodenware Manufacturing Co. will shortly add the production of wooden butter dishes to its factory, and is now building the machinery for the purpose.

**Fort Payne—Furnaces, etc.**—The old Fort Payne Coal & Iron Co. has been reorganized as the De Kalb Co. E. N. Cullom and others are interested.

**Luverne—Cotton Compress.**—The cotton compress noted during the week will be built by Folmar, Sons & Co.

**Union Springs—Canning Factory.**—A company has been organized to erect a canning factory. W. M. Stakely, Jr., president; J. H. Rainer, Jr., treasurer, and Hugh Foster, secretary. A site will be purchased at once for the erection of a building, and machinery will also be arranged for.

## ARKANSAS.

**England—Shingle Mill.**—J. M. Britton expects to engage in the manufacture of shingles in a few months.

**Little Rock—Electrical Supplies, etc.**—The Arkansas Electric Supply Co. has been entirely reorganized, and will in future be known as the Brown Electric & Machine Co., and will continue to equip electric-light plants, etc. J. T. Brown is president; W. G. Brown, vice-president, and R. S. Puck, secretary.

**Little Rock—Paper Mill.**—Plans are in progress for the erection of a paper mill. The Commercial League can be addressed.

**Little Rock—Printing Works, etc.**—W. B. Worthen has purchased, for \$5000, and will operate the plant of the Arkansas Lithograph & Printing Co.

## FLORIDA.

**Apopka—Saw Mill.**—George Hammond will erect a saw mill to cut the pine timber on a 400-acre tract of land.

**Arcadia—Irrigating Plant.**—John Cross and T. J. Pepper will construct an irrigating plant.

**Bostwick—Saw Mill.**—F. B. Menshaw has lately purchased A. M. Ingersoll's large saw mill.

**Daytona—Sea Wall.**—The city council has let contract to J. A. Bryan, of Jacksonville, for the building of 7700 feet of sea wall and filling in same; the cost will be \$10,450.

**Jacksonville.**—The Florida Fruit and Vegetable Growers' Association has been incorporated with a capital stock of \$25,000. F. C. Buffum, president, and M. E. Gillett, secretary.

**Jacksonville—Tannic-acid Factory.**—D. S. Colby, of Palatka, is endeavoring to arrange for starting a tannic-acid (from palmetto) factory.

**Lake City—Ice Plant.**—William R. Bush intends to erect an ice plant.

**Oviedo—Irrigating Plant.**—J. H. King will construct an irrigating plant.

**Sanford—Cigar Factory.**—The El Corojal Cigar Co. has been incorporated for the purpose of manufacturing cigars with a capital stock of \$10,000. Frederic H. Rand is president; Theophilus J. Miller, vice-president, and Edward B. Durlin, secretary.

**Tampa—Bridge.**—The city will shortly hold an election to consider an issuance of \$15,000 in

bonds to rebuild the Lafayette-street bridge. Address the mayor.

**Tampa—Cigar Factory.**—Cruz Bros., of Key West, have signed contract to erect a cigar factory in West Tampa. Seventy-five men will be employed.

**Tampa—Fibre Factory.**—The company lately organized by Captain Pritchard to manufacture palmetto fibre will be known as the Indian River Fibre Co.

**Tarpon Springs—Ice Plant.**—The Florida West Coast Co. will put in an eight-ton ice machine; machinery purchased.

**Titusville—Water Works.**—The city may put in a system of water works. Address the Florida Bureau, Jacksonville.

**Titusville—Fibre Factories.**—Several parties contemplate erecting fibre factories. Graham & Walton can give information.

**Ybor City (P. O. Tampa)—Works Enlarging.**—The Ybor City Novelty Works, lately noted as to put in new machinery, is enlarging its building to accommodate same.

**Zellwood—Saw Mill.**—J. T. Robertson will rebuild his saw mill, recently burned.

## GEORGIA.

**Atlanta—Publishing.**—The Atlanta Times Publishing Co. will publish the new daily paper noted last week. For information address Charles D. Ocain, manager, Bridgeport, Conn.\*

**Atlanta—Cotton Mill.**—It is reported that a \$350,000 stock company, to be known probably as the Gate City Cotton Mill, will be organized to erect a 20,000-spindle plant. No names have as yet been mentioned in connection with the enterprise.

**Barnesville—Buggy Factory.**—Jackson G. Smith will erect a new brick building for use as a buggy factory.

**Carrollton—Telephone Line.**—J. L. Lovvorn, of Bowdon, has purchased the telephone line from Carrollton, Ga., to Graham, Ala., and will organize a company to continue its operation.

**Columbus—Ice Plant.**—The Golden Foundry & Machine Co. will erect an ice plant of fifteen tons daily capacity.

**Cordele—Planing Mill.**—The Hutchinson Lumber & Supply Co., noted last week as building a planing mill, has been incorporated with a capital stock of \$10,000 by Jno. W. Moore and Arthur Kirkland, and W. B. Hutchinson and C. E. Arnt, of Indiana.

**Cordele—Publishing.**—The Sentinel Publishing Co. has been incorporated by J. Lynn Smith, Mrs. N. D. Brooks and Mrs. Theodora Bivins to publish the Sentinel; capital stock placed at \$2500, fully paid in.

**Demorest—New Machinery, etc.**—The Demorest Machine Works will add machinery and tools to its plant.\*

**Fenn—Lumber Mills, etc.**—G. V. Gress, W. S. Thomson and A. E. Caldwell have incorporated the Hart Lumber Co. for the purpose of operating saw and planing mills, etc.; capital stock placed at \$40,000.

**Savannah—Machine Shops.**—The Florida Central & Peninsular Railroad Co. (office, Jacksonville, Fla.,) will soon commence the erection of shops at Savannah.

**Savannah—Lands, etc.**—John Schwarz, Diedrich Grimm, William Garrard and others have incorporated the Ogeechee Co. to deal in lands, build railroads, etc.

**Yorkville—Gold Mines.**—W. M. Courtis has charge (as trustee) of the Yorkville gold mines, in Paulding county, and proposes a thorough development.

## KENTUCKY.

**Frankfort—Chair Factory.**—Chamberlain & Hays will start a chair factory.

**Frankfort—Chair Factory.**—The Capital City Chair Co., composed of S. T. Chamberlain, E. M. Hays and C. E. Gray, has been formed, and will manufacture chairs.

**Frankfort—Furniture Factory.**—Ed. Gaines & Co. have started the manufacture of furniture.

**Harrodsburg—Ice Plant.**—The Harrodsburg Electric Light & Power Co. will erect an ice plant of ten tons capacity.\*

**Harrodsburg—Electric-light and Ice Plant.**—Riker & Lafon will erect a new ice machine and an arc and incandescent electric-light plant.

**Jackson—Saw Mill.**—J. M. Smead is erecting a circular-saw mill.

**Jackson—Saw Mill.**—The Day Bros. Lumber Co. is erecting a saw mill.

**Lebanon—Planing Mill.**—F. H. Lanham will rebuild at once his burned planing mill.\*

**Louisville—Iron Works, etc.**—The Ahrens & Ott Manufacturing Co. and the Southern Works have consolidated under one management, and will

operate under the former title; capital stock \$400,000.

**Louisville—Plow Works Enlarging.**—R. F. Avery & Sons, manufacturers of plows, intend to remove their plant to larger quarters, owing to increasing business.

**Mayfield—Flour Mill.**—I. M. & R. O. Wilford will put a roller-process equipment in their flour mill; capacity daily, eighty barrels.

**Morganfield—Water Works.**—At the election held on April 30 the citizens voted to subscribe the \$20,000 for water works. Address the mayor.

**Princeton—Electric-light and Water Works.**—A. B. Sanders, of Louisville, is endeavoring to interest the citizens of Princeton in the erection of an electric-light plant and water works. Eugene Young, of Princeton, is also interested.

## LOUISIANA.

**Monroe—Cigar Factory.**—Stetter & Blythe, 32 De Liard street, have started a cigar factory.

**New Orleans—Fibre and Furniture Factories.**—The Young Men's Business League is planning to encourage the establishment of a furniture factory with \$50,000 capital, and a coconut-fibre factory with \$10,000 capital. Address F. J. Cooke, secretary.

**New Orleans—Real Estate.**—A. W. De Roaldes, Joseph A. Hincks, P. E. Archinard and others have incorporated the City Real Estate Co., Limited, to deal in real estate, etc. The capital stock is \$20,000.

**New Orleans—Flour Mill.**—Regarding the proposed flour mill noted last week, the Young Men's Business League says it has held several meetings on this subject, and local capital may possibly become interested in a \$20,000 company. Address F. J. Cooke, secretary.

**New Orleans—Forge.**—A. H. Grandpre has petitioned for permission to operate a steam forge at 14 Conti street.

## MARYLAND.

**Anne Arundel County—Cannery.**—A cannery and other industries are proposed for a new German colony to be established in Anne Arundel county by Herman Wockenfuss.

**Baltimore—Electric-light Plant.**—The A. S. Abell Co. is installing a new incandescent electric-light plant in its printing and publishing house.

**Baltimore—Manufacturing.**—John Barr, Jno. H. Fowler, James S. Calwell, Charles W. Diggs and Harry M. Benzinger have incorporated the Barr Manufacturing Co. to manufacture a patent thill retainer for vehicles.

**Baltimore—Lumber, etc.**—John E. Charsee, M. T. Cockey, Luther H. Gwaltney, Walter D. Focke and Joseph B. Seth have incorporated the Tennessee-Carolina Hardwood Co. to conduct a real estate and lumber business. The capital stock is \$10,000.

**Baltimore—Electric-power Plant.**—Plans for the large electric power-house which the City & Suburban Railway Co. intends to erect have been prepared by Henry Brauns. Contract will shortly be awarded for erecting the building, which alone will cost \$150,000, and it will be 131½x195 feet in dimensions and seventy-five feet high. The machinery, etc., will cost \$350,000 additional. The equipment will include seven Campbell-Zell boilers of 375 horse-power each, three 750 horse-power engines and one of 250 horse-power.

**Mt. Savage—Ice and Refrigerating Plant.**—Contract has been let by the Mt. Savage Co. for an ice and refrigeration plant.

**Muirkirk—Brick and Terra-cotta Works.**—It is stated that a company is building brick works near Muirkirk, and that another company is being formed to build terra-cotta works.

**New Warsaw (P. O. Baltimore)—Terra-cotta Lumber Plant.**—The New Warsaw Land & Industrial Co. (office, 210 North Calvert street, Baltimore) has made arrangements with the Pittsburg (Pa.) Terra Cotta Lumber Co. for the erection of a large terra-cotta plant at New Warsaw. The plant is to cost \$20,000, and about 200 men will be employed.

**Salisbury—Flour Mill.**—R. M. & W. T. Johnson expect to put in a 50 barrel roller flour mill soon.

**Salisbury—Telephone System.**—The installation of a complete telephone system is contemplated. W. B. Miller can give information.\*

**Snow Hill—Water Works.**—The city has voted an issuance of \$15,000 of bonds for the construction of water works. Address the mayor.

**St. Helena (P. O. Baltimore)—Distillery.**—William McGlone & Co. will operate a distillery at St. Helena, on the Baltimore & Sparrow's Point Railway.

**Taneytown—Paving, etc.**—The city will issue \$6000 in bonds to pay outstanding debts and complete paving and grading. Address the mayor.

**Washington, D. C.—Transportation.**—The People's Transportation Co. has been incorporated

with a capital stock of \$25,000, trustees for the first year being Jno. W. Patterson, Jacob Burgess, Daniel Stewart and others. Address Paul Jackson, No. 1200 Four and a half street.

**Williamsport—Bridge.**—A dispatch from Hagerstown says that a syndicate proposes building a stone bridge across the Potomac river at Williamsport, and Nelson & Buchanan, bridge builders, of Chambersburg, Pa., are said to have made investigations and averaged the cost at \$30,000.

## MISSISSIPPI.

**Biloxi—Ice Plant.**—Charles McCormick is building a 25-ton ice plant.

**Estabatchie—Lumber Mills.**—William C. Woods, Butler McClanahan, James M. Kennedy and Charles H. Welch have incorporated the Estabatchie Lumber Co. to manufacture and deal in lumber; capital stock \$500,000.

**Houston—Canning Factory.**—William Mosley has organized a stock company for the purpose of erecting a canning factory.

**Kuhns—Saw Mill.**—J. T. Kuhns will erect a saw mill at once.\*

## MISSOURI.

**California—Electric Lighting.**—The city will hold an election on May 29 to decide whether or not to pay the sum of \$1400 yearly for sixteen arc electric lights. Address the mayor.

**De Soto—Ice Factory.**—Curtis & Walters have completed an ice factory.

**Kansas City—Lumber.**—E. S. Bruce, Charles Morris, A. J. Martin and Paul Alexander have incorporated the Bruce Lumber Co. with a capital stock of \$40,000.

**Kansas City—Music Company.**—V. R. Andrus, B. H. Chapman, Edmund V. Church and others have incorporated the V. R. Andrus Music Co. with a capital stock of \$25,000.

**Kansas City—Land.**—Bridgett Lund, Richard Beth, Gilmer Merriwether and others have incorporated the Missouri River Land Co. with a capital stock of \$43,200.

**St. Louis—Mills.**—Henry B. Frank W. and H. B. Eggers have incorporated the Eggers Milling Co. with a capital stock of \$100,000.

**St. Louis.**—Simon, Julius and Morris Van Raalte have incorporated the Van Raalte Investment Co. with a capital stock of \$50,000.

**St. Louis—Machinery Company.**—Carl, R. F. and Carl Schraubstadter, Jr., have incorporated the Victor Wrapping Machine Co. with a capital stock of \$10,000.

**St. Louis—Refrigeration Machine.**—The Columbia Brewing Co. has let contract for the installation of a 110-ton refrigeration plant.

**St. Louis—Refrigeration Plant.**—The National Brewery Co. has let contract for a 70-ton refrigeration plant.

**St. Louis—Construction.**—Frank S. Mitchell, Lee La Rue and Richard R. Hinde have incorporated the Suburban Construction Co. with a capital stock of \$2000.

**St. Louis—Mantels, etc.**—Henry W. Ruhe, Richard C. May and Wm. May have incorporated the Continental Mantel & Tile Co. with a capital stock of \$4200.

## NORTH CAROLINA.

**Candler—Flour Mill.**—Cole, Buttrick & Cole will build a 40-barrel roller process flour mill in Haywood county, so states J. E. Clark, of Candler.

**Gibsonville—Saw Mill.**—W. C. Michael has recently started a saw mill.

**Hickory—Saw Mill, etc.**—The Catawba River Lumber Co. has purchased twelve acres of land from the Piedmont Wagon Co., of West Hickory, and will erect a dry-kiln of 20,000 feet capacity, and a millhouse 50x154 feet.

**Mt. Airy—Woolen Mill.**—M. J. Hawkins has purchased the Green Hill Woolen Mill, located near Mt. Airy, and will doubtless operate it.

**Raleigh—Cotton Mill.**—For information concerning the proposed cotton mill noted last week, address the Melrose Cotton Mills.

**Randleman—Hosiery Mill.**—The establishment of the "Powhatan Hosiery Works" is talked of, to use the Brinten Denney semi-automatic machine.

**Randolph County—Gold Mines.**—The Sawyer gold mines in Randolph county, embracing 590 acres of land, have been sold to Pennsylvania capitalists, who propose to operate the mines on a good scale.

## SOUTH CAROLINA.

**Charleston—New Bag Machinery.**—The Royal Bag Manufacturing Co. contemplates putting in new machinery and making other improvements.

**Charleston—Dry-kiln.**—The Charleston Lumber & Manufacturing Co. will erect a new dry-kiln.\*

**Charleston—Mercantile, etc.**—A charter has been granted to the Charleston Provision & Commission Co. with Geo. D. Dressell as president.

**Columbia—Woodenware Factory.**—The mayor is



in receipt of a letter from the Scherer Manufacturing Co., of Lawrence, Kans., requesting information of Columbia's transportation facilities, lumber supplies, etc. Doubtless the company contemplates erecting a plant in Columbia.

**Florence—Telephone System.**—The Southern Telephone Co. is constructing a telephone system. Frank Welsh is to be manager.

**Greenville—Mercantile.**—A commission has been issued to the Furman & Rabb Co. to conduct a mercantile business. The capital stock is \$5,000.

**Nesbitt—Cotton Mill.**—The organization of a new cotton-mill company is to be completed at once, and H. D. Wheat, Gaffney City, is at the head of the enterprise. A 25,000-spindle plant is contemplated, to be located at a water-power on Tiger river, near Nesbitt.

**Orangeburg—Publishing.**—J. H. Claffy, J. Wm. Stokes, W. S. Barton, H. H. Brunson and others have incorporated the Reform Patriot Publishing Co.

**Pacolet—New Cotton Machinery.**—The Pacolet Manufacturing Co. has contracted for additional flat cards and drawing frames for its cotton mill.

**Wellford—Brick Works.**—C. E. Fleming, of Spartanburg, is erecting brick works near Wellford to make bricks for the new Tuscan cotton mill.

#### TENNESSEE.

**Brownsville—Cotton Compress.**—The Brownsville Compress & Storage Co. has not yet decided whether it will or will not rebuild its burned compress.

**Chattanooga—Cold-storage Plant.**—The Chattanooga Cold Storage Co., which was organized on April 1, has completed its plant. The plant has cold storage, merchandise storage and cellar storage of forty-two carloads, occupies a three-story brick building and is operated in connection with the Chattanooga Ice Manufacturing Co. R. H. Evans is manager.

**Chattanooga—Refrigerator Works.**—It is proposed to organize a company to manufacture the refrigerator patented by L. O. Read.

**Chattanooga—Paper-box and Printing Works.**—A charter has just been granted to the Southern Printing & Manufacturing Co., which will succeed the Lane-Kuster Publishing Co. and the Enterprise Printing & Box Co. Chas. L. Deardorff is president; Chas. E. Kuster, vice president, and F. G. Stauffer, secretary treasurer.

**Chattanooga—Ice and Bottling Plant.**—The ice factory and bottling plant of the Chattanooga Ice & Bottling Co., which has been idle for a year, will be overhauled and put in operation at once. The operators will be an entirely new concern, but will keep the old company name. Thirty-five men will be employed.

**Erwin—Lumber Mills.**—Byrd Robinson, of Bristol, and Mr. Williams, of Kansas, are said to contemplate erecting lumber mills at or near Erwin.

**Estill Springs—Enlarge Flour Mill.**—The Noel Mill Co. contemplates enlarging its flour mill.

**Harriman—Coal Mines.**—The State of Tennessee has lately purchased at \$80,000 a tract of 9000 acres of coal lands in the Brushy mountains, twenty miles from Harriman, and with the aid of convict labor will open mines. Address the State commissioner at Nashville.

**Harris—Timber Lands, etc.**—Harris & Buquo have closed a deal for 4000 acres of white-oak timber, and probably they intend to erect mills for sawing same.

**Jackson—Manufacturing.**—An Ohio manufacturing company has submitted a proposition to the Board of Trade for removing its plant to Jackson.

**Kingston—Handle and Wheelbarrow Factory.**—W. B. Rose has sold his hoe handle factory, except a one-fourth interest, to Mr. Walker, of Lansing, Mich., and Durell & Smith, of Harriman. They will at once increase the capacity about threefold and put in sufficient machinery to make 600 dozen wheelbarrows each year, which will give employment to forty or fifty men.

**Kingston—Planing Mill.**—P. S. Mason has started his large planing mill that has been idle for three years.

**Kingston—Saw Mill.**—S. M. French will start his saw mill about June 1.

**Memphis—Water Works.**—The water works noted last week as contracted for will be operated by the Artesian Water Co. Plant will be supplied by artesian wells.

**West Knoxville (P. O. Knoxville)—Bridge.**—The city council has adopted a resolution authorizing the construction of a bridge at Clinch street to cost not more than \$45,000. Address the mayor.

#### TEXAS.

**Anson—Flour Mill.**—H. A. Morse has purchased the Jones County Co-operative Milling Association's flour mill, and will put it in first-class order for operation.

**Blooming Grove—Oil Mill.**—R. A. High, G. B. Robinson, T. W. Sewell, A. S. Henry, S. W. Grimes, H. M. Allen and others have incorporated the Blooming Grove Cotton Oil Co. with a capital stock of \$30,000.

**Bridgeport—Coal Mines.**—The Texas Rock Island Coal & Stone Co. (office, Fort Worth), lately char-

tered, has commenced to sink shaft for coal near Bridgeport.

**Dallas—Jewelry Works.**—Linz Bros. will erect a new building for conducting a jewelry establishment.

**Dallas—Cotton Mill.**—The Commercial Club has received a proposition from England for the erection of a cotton mill in Dallas. Address the secretary.

**Dilley—Cotton Gin.**—H. N. Johnson will erect a cotton gin. Machinery has been purchased.

**Galveston—Cotton Ginnery.**—The Kyle Oil Co. has amended its charter authorizing ginning of cotton, and to increase its capital stock from \$20,000 to \$40,000.

**Galveston—Publishing.**—W. F. Ladd, G. Seeliger, Charles Fowler, Fred Chase and C. H. McMaster have incorporated the Galveston Publishing Co. with a capital stock of \$20,000.

**Groesbeck—Grist Mill, Machine Shop, etc.**—Walter S. Bryant will erect a grist mill, cotton gin and machine shop.

**Hempstead—Water Works.**—John Amsler is heading a movement to secure a water-works system for the city, and a stock company is proposed, subscriptions being now solicited. A 50 year franchise will be applied for to the city council.

**Houston—Iron Works.**—E. K. and Charles Dillingham and E. B. Parker have incorporated the E. K. Dillingham Iron Co. with a capital stock of \$25,000.

**Houston—Cistern Works.**—The Houston Cypress Cistern Co., noted last week as chartered, intends to engage in the manufacture of cypress cisterns, tanks, water-throughs, etc. L. E. Miller is president and manager; A. Granger, vice-president, and Frank Sawyer, secretary.

**Kenedy—Publishing.**—A company has been organized to publish a weekly newspaper. J. S. Brady will be editor of the paper, and C. P. Bailey secretary of the company.

**Mount Pleasant—Oil Mill.**—Parties have of late been contemplating the erection of a cottonseed-oil mill, so Aaron Smith informs us.

**Nocona—Flour Mill, etc.**—D. C. Jordan, A. A. Croxton, C. C. Cooper, C. C. Bush, A. C. Atkins and others have incorporated the Nocona Mill & Elevator Co. with a capital stock of \$15,000.

#### VIRGINIA.

**Elwood Lumber Plant.**—P. D. Camp and Lewis Dill have purchased the entire plant of the Holy Neck Lumber & Transportation Co. for \$5800. The company will doubtless be reorganized and operations continued.

**Richlands.**—Evans R. Dick, president of the Clinch Valley Coal & Iron Co. (office, 134 South Fourth street, Philadelphia), writes the MANUFACTURERS' RECORD that there is no truth whatever in the published report that his company has negotiated a loan of \$50,000 to develop Richlands.

**Salem—Heading Factory.**—Pence Bros. and Bear & Cannaday will start a heading and stave factory.

#### WEST VIRGINIA.

**Belington—Box Factory.**—The Valley Dressed Lumber Co.'s plant has been destroyed by fire, together with all its appurtenances; no insurance; loss \$5000. Crites Bros. have bought the ground and have erected a mill larger by half than the other one, and are now placing the new machinery for getting out box stuff.

**Bluefield—Oil Plant.**—The Standard Oil Co. will erect an oil plant at Bluefield, as lately stated; principal office of the company, New York city.

**Bramwell—Electric-light Plant.**—H. T. Mercer has leased for a term of three years the Bluestone Electric Light Co.'s plant.

**Gazil—Gold Mine.**—Joseph M. Hill has discovered a vein of gold on his property near Kendalia and will doubtless open a mine.

**Hendricks—Tannery.**—It is reported that a large tannery will be erected at Hendricks by New York and Boston parties.

**Kanawha County—Coal Mines.**—J. B. Weir, of New York city, associated with other Eastern capitalists, has purchased 3500 acres of canal coal land in Kanawha county for \$103,000. Coal mines will be opened up and extensively developed at once.

**Kendalia—Coal Mines.**—John P. Huddleston is opening coal mines on a 4000-acre tract of land.

**Kendalia—Stave Manufacturing.**—John C. Stephenson has purchased the white oak timber on 6000 acres of land and will manufacture same into 54-inch staves.

**Malden—Saw Mills.**—William D. Lewis will erect saw mills to cut the poplar timber on a tract of 3000 acres in Kanawha county.

**Moundsville—Street Paving.**—The city council has passed an ordinance authorizing the issuance of \$20,000 of bonds for street improvements. Order for an election will be made soon. Address the mayor.

**New Cumberland—Pottery.**—A co-operative company is proposed to build a pottery. S. G. Smith, of Wheeling, can probably give information.

#### BURNED.

**Blakely, Ga.**—Willis, Cole & Cordray's saw mill, near Blakely.

**Brookhaven, Miss.**—Daniel Hicman's grist mill and gin, near Brookhaven.

**Marietta, Ga.**—The Marietta & North Georgia Railroad's repair shops.

**Nashville, Ga.**—George F. Connell's saw mill; Swindle & Richardson, lessees.

**Selma, N. C.**—Smy & Bros.' saw mill and dry-kiln; loss \$7500.

**Staunton, Va.**—O. K. Lapham & Co.'s bark-extract works and beet-sugar mill; loss estimated at nearly \$100,000.

**St. Mary's, Ga.**—One of Hilton, Dodge & Co.'s mills on the Satilla river.

**Taylorstown, Va.**—Joseph H. House's flour and saw mill; loss about \$7000.

#### BUILDING NOTES.

**Atlanta, Ga.—Asylum.**—The plans of W. Chamberlin & Co., of Knoxville, Tenn., prepared for the new State lunatic asylum, have been accepted. The asylum will cost \$100,000.

**Baltimore, Md.—Stable.**—Bernard Mannion has lately obtained permit to erect a three-story brick stable to cost \$30,000.

**Baltimore, Md.—Church.**—North Avenue M. E. Church contemplates erecting a new edifice to cost in the neighborhood of \$16,000. Address the trustees.

**Baltimore, Md.—Engine-house.**—Morrow Bros. have been awarded contract to erect the new No. 19 engine-house; cost will be \$12,399.

**Blacksburg, Va.—Hall, etc.**—Plans for brick commencement hall and six professors' houses are about ready for bids. Address W. F. H. Fink, architect. (This item was erroneously reported under South Carolina last week.)

**Braidentown, Fla.—Hall.**—M. J. Miller, of Tampa, is preparing plans for a music hall to be built in Braidentown.

**Brazoria, Texas—Store Building.**—J. V. Hinkle & Co. will erect a two-story fire-proof brick store to cost nearly \$6000.

**Charleston, S. C.**—Sealed proposals will be received until May 24 for erecting a life-saving station on Sullivan's Island. Address S. I. Kimball, general superintendent United States life-saving service, Washington, D. C.

**Fort Worth, Texas—Hotel.**—The new hotel which has been proposed is contemplated by a local syndicate and is said to be practically assured. Wallace Hendricks can probably give information, and Sanguinet & Messer are preparing plans.

**Galveston, Texas—Depot.**—The erection of a \$60,000 passenger depot is under consideration by George Sealy and associates.

**Galveston, Texas—Opera-house.**—The opera-house noted last week is now assured, as the proposed company has been organized and the capital, \$100,000, subscribed. Leon Blum, Charles Fowler, T. J. League, John Sealy, R. B. Hawley, David Fahey, Henry Greenwall and B. Adoue have been chosen directors. Frank Cox, of New Orleans, La., is to be the architect.

**Georgetown, Ky.—Business House.**—A two-story business building with all modern conveniences will be built at a cost of \$6000. Address Ford & Craig.

**Groesbeck, Texas—School.**—The school trustees have let contract to G. W. Stubbs, of Dallas, for the erection of a \$10,000 school building in Groesbeck.

**Hillsboro, Texas—School.**—The city may soon build a \$4000 school building. Address the mayor.

**Houston, Texas—Church.**—Contract has been awarded to G. T. Macon for the erection of the new \$5000 church building for the Capital Avenue Christian congregation.

**Houston, Texas—Church.**—The First Presbyterian Church congregation has decided to erect its new edifice entirely of stone instead of brick and stone, as was at first intended. New plans and specifications will be prepared. Address the pastor.

**Jacksonville, Fla.—Market.**—Jno. R. Scott, of Jacksonville, and Eichberg, Fay & Eichberg, of Savannah, Ga., have prepared plans of the new market-house which is to be built by the city.

**Jacksonville, Fla.—Business Block.**—R. Huling contemplates erecting a three-story brick business block on West Bay street, with all modern improvements. The cost is estimated at \$25,000.

**Juno, Fla.—Hotel.**—A rumor says that the Juno Beach Improvement Co. will erect a large hotel at Juno Beach.

**Knoxville, Tenn.—Business Block.**—J. A. Henson will expend about \$30,000 in the erection of a four or five-story brick business block.

**Louisville, Ky.—Dwellings.**—L. S. M. Brown has obtained permit to erect a two and a-half-story building at a cost of \$38,000, and J. D. Jennings permit to erect a two-story brick store to cost \$4000.

**Lynchburg, Va.—School.**—Contract for making

improvements to the Monroe school building has been let to Wilson & Seay at \$4348.

**Macon, Ga.—Dwellings.**—Wallace McCaw and James L. Anderson will each erect a fine residence on College street.

**Milledgeville, Ga.—School.**—Hon. G. A. Cabaniss, president board of trustees, will receive sealed proposals until July 10 for the erection of a school building for whites and annexes for the colored, building to be of brick, three stories high, tin roof, steam heating, plumbing, etc., and to cost not exceeding \$100,000; W. Chamberlin & Co., of Knoxville, Tenn., architects. See advertisement in MANUFACTURERS' RECORD.

**Montgomery, Ala.—School.**—Contract for erecting the city's new high-school building has been let to Davis Bros. at \$19,584. Bruce & Morgan prepared the plans.

**New Berne, N. C.—Church.**—The congregation of Centenary Methodist Church is considering the erection of a new edifice. Address the pastor.

**New Orleans, La.—Association Building.**—The new building which the Young Men's Christian Association proposes to erect is intended to cost \$100,000. Subscriptions are now being solicited by E. P. Mackie, secretary of the association.

**New Orleans, La.—Hotel.**—The St. Charles Hotel Co., owners of the St. Charles Hotel which was burned last week, or R. E. Rivers, the lessee, will erect a new structure.

**New Orleans, La.—Auditorium.**—It is proposed to erect a large auditorium building to seat 8000 to 10,000 people; cost estimated at about \$50,000. A syndicate is said to be interested, but no names have been announced.

**New Orleans, La.—School.**—Contract for erecting McDonogh School No. 29 has been awarded to Mr. Lesassier for \$22,000.

**Onancock, Va.—Bank Building.**—S. S. & W. T. Wilson, of Baltimore, Md., have prepared plans for a new building to be built by the First National Bank.

**Plumerville, Ark.—Office Building.**—E. A. Voss has let contract for the erection of a two-story, 50x100 feet, store and office building.

**Portsmouth, Va.—Depot.**—R. C. Hoffman, president of the Seaboard Air Line (office, Baltimore, Md.), has stated that contract for the erection of the new union depot at Portsmouth will soon be awarded. Plans have been prepared.

**San Marcos, Texas—Depot.**—The Missouri, Kansas & Texas Railroad Co. will build a new depot.

**Savannah, Ga.—Improvements, etc.**—The Board of Trade will expend nearly \$10,000 in extensive improvements to its building, including heating apparatus, etc.

**Smithville, Texas—Depot.**—The Missouri, Kansas & Texas Railroad Co. will erect a new depot, as reported last week.

**Snow Hill, Md.—Hotel.**—Thomas M. Purnell will erect a hotel with electric lights, steam heat and other modern conveniences at a cost of \$20,000. Jackson C. Gott, of Baltimore, will prepare the plans.

**Southern Pines, N. C.—Residences, etc.**—W. C. Wile, of Danbury, Conn.; R. G. McNeal, of Bridgeport, Conn.; A. W. Smith, of McKeesport, Pa.; Dr. Peasley, of Boston, Mass., and Dr. Van Rensselaer, of Albany, N. Y., will erect dwellings costing from \$3000 to \$7000 each. Dr. E. W. Martin, of New York, will erect a clubhouse to cost \$5000, and Dr. Smith, of Greensboro, Pa., intends building a frame sanitarium (with steam heat) to cost \$6000.

**St. Louis, Mo.—Residence.**—Phil Burg has obtained permit to erect a two-and-a-half-story brick residence to cost \$12,500.

**St. Louis, Mo.—Dwellings.**—A. C. Dollus will erect a dwelling at a cost of \$7000.

**St. Louis, Mo.—Dwelling.**—J. H. Benney has contract to build a two-story brick dwelling to cost \$7500 for A. W. Boelman.

**St. Louis, Mo.—Dwelling.**—W. C. Uhri has secured permit to erect a two-story 18-room brick dwelling and flats, 30x52 feet, to cost \$6000.

**St. Louis, Mo.—Dwellings.**—C. Higgins will erect four two-story dwellings at a cost of \$6000 each.

**St. Louis, Mo.—Dwellings, etc.**—W. C. Uhri has obtained permit to erect a row of two and three-story brick flats and stores, 162x140 feet, to cost \$39,000.

**St. Louis, Mo.—Office Building.**—F. J. Comstock will erect a two-story office building to cost \$18,000. The builders are Nicholson Bros.

**St. Louis, Mo.—Warehouse.**—The Cupples Real Estate Co. will erect a five-story, 80x120 feet, brick and stone warehouse at a cost of \$40,000. Eames & Young (office, Columbia Building) have prepared plans.

**Tampa, Fla.—Hotel, etc.**—James Fitzgerald will erect, as reported last week, a three-story building to cost about \$65,000. It will be used for hotel and store.

**Temple, Texas—Church.**—Plans and specifications prepared by A. N. Dawson, of Fort Worth, have been selected for the new \$15,000 building to be erected by the First Methodist Church.

**Waco, Texas—Cotton Palace.**—The plans and specifications prepared by Samuel P. Herbert



have been adopted for the proposed cotton palace.

**Waldo, Fla.—Opera-house, etc.**—Williams & Co. contemplate erecting a three-story brick building for opera house and stores to cost \$7500.

**Washington, D. C.—Dwellings.**—Permits have been granted to T. J. Hodgen to erect a three-story brick dwelling to cost \$6500; to J. T. Shedd, for same, to cost \$11,500; to Frank G. Hanvey, for same, to cost \$12,000; to W. Andrew Boyd, for same, to cost \$8000, and to W. A. De Cindry to erect two-story dwelling to cost \$6800. Architects and builders have been engaged.

**Washington, D. C.—University.**—It is stated that work will soon be commenced on two of the buildings for the university which it is proposed by the Methodists of the country to establish at Washington. John E. Searles can be addressed at Brooklyn, N. Y.

**Washington, D. C.—Dwellings.**—Geo. C. Bloomer will erect four three-story brick dwellings to cost \$14,000, and Mrs. C. Miller a two-story dwelling to cost \$5000.

**Webb City, Mo.—School.**—The \$25,000 school-house noted last week as to be built will be three stories high, 90x100 feet, of pressed brick and native limestone trimmings, containing sixteen rooms. T. S. Allen, of Joliet, Ill., will prepare the plans.

**Wheeling, W. Va.—Business Building.**—Edward Hofreuter will erect a three story business block, three stories high, fifty feet front, to cost \$7000.

**Yoakum, Texas—Residence.**—Samuel Lewis has purchased site and will erect a fine residence.

**Yoakum, Texas—School.**—The school board has purchased site for the erection of a new school building.

## RAILROAD CONSTRUCTION.

### Railroads.

**Anniston, Ala.**—T. G. Bush, receiver of the Mobile & Birmingham Railroad, has, it is stated, negotiated the sale of \$25,000 of receivers' certificates for improvements on the road.

**Bald Knob, Ark.**—The Memphis, Heber Springs & Northwest Arkansas Railway Co. will be chartered with J. R. B. Moore, of Heber, president; R. P. Hitchcock, of Batesville, vice-president; C. B. Myers and W. H. Ragland, both of Little Rock, secretary and treasurer, respectively. The purpose is to build a railroad from Bald Knob to Heber, a distance of thirty-two miles.

**Caney, Ky.**—It is stated that arrangements have been made for building a railroad from a point on the Chesapeake & Ohio Railroad to Caney. R. M. Broas, of Ashland, Ky., can give information.

**Clay, Texas.**—The Brazos & Burleson Railroad Co. has organized with H. K. White, president; Milton Parker, vice-president; William Koppe, treasurer, and W. G. Taliaferro, of Bryan, secretary. The road is to extend from Clay to Stone City, twenty-two miles. Fifty thousand dollars of stock have already been subscribed, and it is expected to complete the road by October 1.

**Corsicana, Texas.**—The city has agreed to take \$100,000 of the first-mortgage bonds in the railroad enterprise promoted by C. W. Coykendall. The line is projected from Fort Worth via Waxahachie, Corsicana and Fairfield to New Orleans, La.

**Crowley, La.**—J. P. Hughes, of Fort Worth, Texas, will shortly commence work on his contract to lay twenty-five miles of steel rails on the Midland branch of the Southern Pacific.

**Galveston, Texas.**—The North Galveston, Houston & Kansas City Railway, extending from Virginia Point to North Galveston, has been purchased by T. P. Nichols, who is said to represent parties who will build the road to Houston.

**Georgetown, Texas.**—Steps are being taken for the consolidation of the Georgetown & Granger Railroad Co. and the Trinity, Cameron & Western Railroad Co. and the building of the railroads projected by each. The route of the Georgetown & Granger, which is fifteen miles long, is graded ready for cross-ties, iron and bridges. The Trinity, Cameron & Western projected line is 123 miles long, but nothing has been done outside of securing part of right of way. G. W. Glasscock, of Georgetown, is promoting the proposed consolidation.

**Greenville, Texas.**—E. H. R. Green, of Terrell, Texas, president of the Texas Midland Railroad, has offered to build the extension from Roberts to Paris through Greenville if given a bonus of \$25,000, right of way and land for terminals.

**Houston, Texas.**—It is stated that the gage of the Houston, East & West Texas Railway, extending from Houston to Shreveport, La., a distance of 232 miles, will be changed to standard width in the near future. M. G. Howe, of Houston, general manager, can give information.

**Kanawha County, W. Va.**—J. B. Weir, of New York city, and associates will build a railroad to their lumber plant on Falling Rock creek, a tributary of the Elk river.

**Kendalia, W. Va.**—James E. Kendall, J. C. Alderson and Mrs. R. J. Hill are offering inducements to capitalists to build a railroad from the

Charleston, Clendennin & Sutton Railroad at Elk river to a point on Blue creek, twelve miles distant.

**Kenner, La.**—A stock company is being organized to build a dummy line from Kenner to Carrollton.

**Lake Charles, La.**—The Calcasieu, Vernon & Shreveport Railroad Co., which has laid fifteen miles of track west from the Houston river, will soon begin work on the road east from that stream.

**Letohatchie, Ala.**—It is expected that the building of a dummy line from Letohatchie to Hayneville will soon be commenced. A. J. Jenkins can be addressed.

**Little Rock, Ark.**—The Little Rock, Hot Springs & Texas Railroad Co., lately referred to, has amended its charter to build its lines as follows: From Little Rock to Hot Springs; thence to Fort Smith through the counties of Pulaski, Saline, Garland, Montgomery, Scott, Sebastian and Logan over the most direct and practical route; a branch line to commence at a point on the main line east of Benton, in Saline county, and thence through the counties of Saline, Grant and Jefferson to a point at or near Pine Bluff, in Jefferson county, a distance of about forty miles; a branch line to commence at a point in Montgomery county on the main line, and thence in a southerly direction through the counties of Montgomery, Clark, Pike, Hempstead and Howard, a distance of about fifty miles; a branch to commence at a point at or near Waldron, in Scott county, thence westwardly through Scott county along the Poteau valley to a point on the State line between the State of Arkansas and the Indian Territory; thence westwardly through the Choctaw nation of the Indian Territory to a point on the St. Louis & San Francisco Railway at or near Wister Station, in the Choctaw nation, the distance from the point at or near Waldron to the State line being about twenty miles, and from the State line to Wister Station about fifteen miles; also a branch line to commence at a point on the main line in the western part of Montgomery county, thence westwardly through the counties of Montgomery and Polk to a point on the State line between Arkansas and Indian Territory, a distance of thirty miles. The aggregate length of the main line and branches is 350 miles, the main line being 190 miles long and the branches 160 miles.

**Malden, W. Va.**—William D. Lewis will build a tramroad for hauling lumber.

**Mount Pleasant, Texas.**—An engineer corps in charge of C. L. Dillahunty will, it is stated, survey a railroad to coal fields nearly 100 miles northwest of Mount Pleasant for the St. Louis & Southwestern Railway Co. (office, Tyler).

**Natchez, Miss.**—J. F. Wallace, of Chicago, chief engineer of the Illinois Central Railway, writes that the gage of the Natchez, Jackson & Columbus Railroad will be changed to standard. No particular improvements will be made beyond those required by the change of gage.

**Parsons, W. Va.**—The Parsons Boom & Lumber Co. will build a five-mile railroad up Shaver's fork of Cheat river.

**Petersburg, Va.**—Negotiations are pending for the purchase by the Farmville & Powhatan Railroad Co. (office, Richmond) from the city of Petersburg the property and franchises of the Richmond, Petersburg & Carolina Railroad. The sale of the road insures its construction to the North Carolina State line.

**Petersburg, Va.**—Maj. W. F. Gordon, engineer of the Petersburg Railroad, will receive bids until May 26 for the graduation, masonry and trestle work of about six miles of railroad near the city limits of Petersburg. There will be a large amount of temporary trestling and over 4000 yards of masonry.

**Round Mountain, Ala.**—J. W. Burke, receiver of the Chattanooga Southern Railway (office, Chattanooga, Tenn.), has been given authority by the United States court to build a branch line to Round Mountain furnace.

**San Antonio, Texas.**—The San Antonio & Gulf Shore Railroad Co. has been granted right of way for building its road into San Antonio, and has commenced surveys. The road is to extend from San Antonio to Velasco, a distance of about 170 miles. Massey & Co., of Kansas City, Mo., have contract for construction.

**San Antonio, Texas.**—The General Southwestern Texas Railway Construction & Development Co. is promoting a scheme to build a railroad from San Antonio towards the gulf coast and Mexico.

**Smithville, Texas.**—The Missouri, Kansas & Texas Railroad Co. is constructing terminal facilities at Smithville.

**Tallassee, Ala.**—A railroad is projected from Tallassee to Cowles Station, on the Western Railroad of Alabama, a distance of six miles, thence to the Savannah, Americus & Montgomery Railroad in Macon county. B. Dunham is engineer in charge of surveys. A company to be called the Tallassee & Coosa Valley Railroad Co. will probably be formed to construct the road.

**Siloam Springs, Ark.**—E. L. Martin, of Kansas City, Mo., president of the Kansas City, Pittsburg & Gulf Railroad Co., writes that the capital stock of the company has been increased from

\$3,000,000 to \$10,000,000 for the purpose of extending the road south from Siloam Springs. A. E. Silwell, first vice-president of the company, is now in Europe arranging for placing the additional stock.

**Victoria, La.**—The Victoria Lumber Co. contemplates extending its railroad to Many, in St. bine parish.

### Electric Railways.

**Dallas, Texas.**—Henry C. Scott, president of the St. Louis Trust Co., St. Louis, Mo., has purchased the property of the Dallas & Fort Worth Rapid Transit Terminal Railway Co. and the West Dallas Railway. It is stated that improvements are to be made, including the changing of the motive power to steam. The building of the road to Fort Worth is also looked for.

**Emmitsburg, Md.**—In reference to the report that it would extend its line to Emmitsburg, the Gettysburg Electric Railway Co., of Gettysburg, Pa., writes that the extension will not be made this summer.

**Jacksonville, Fla.**—L. R. Benjamin will shortly commence work on a dummy line from Jacksonville to Gillen; later on it is to be changed to electric power.

**Randallstown, Md.**—The Randallstown, Granite & Harrisonville Rapid Transit Co. has applied to the Baltimore county commissioners for permission to lay tracks along certain roads.

**Washington Grove, Md.**—Thomas B. Brooks and Leonard S. Chapman, of Rockville, and others are considering the building of an electrical railroad from Washington Grove to Sandy Spring.

### Bridges.

**Augusta, Ga.**—Receiver Cleveland, of the Port Royal & Western Carolina Railway (office, Augusta, Ga.) has been authorized by Judge Simonson, at Charleston, S. C., to build a \$20,000 steel bridge across the South Tiger river.

**Jacksonville, Fla.**—John L. Marvin, receiver of the Jacksonville & Mayport Railroad, has been directed by a court order to issue certificates to secure funds to construct a drawbridge.

## MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

**Boiler.**—Cash, 549, Sun Office, Baltimore, Md., wants a two, three or four horse-power boiler for steam launch; must be in good order.

**Boiler.**—J. M. Britton, England, Ark., will likely want a large boiler.

**Boilers.**—The Osborn Machinery Co., Clarksburg, W. Va., wants prices, with full description, on two sixty horse-power and one 100 horse power sectional steam boiler, to be built for 150-pound pressure.

**Boilers.**—The Carliss Well Co., Memphis, Tenn., will want duplicate duplex boilers.

**Boiler and Engine.**—J. T. Kuhns, Kuhn's, Miss., wants a forty horse power engine and a fifty horse power boiler; second-hand and will do if cheap and in good order.

**Boring Machine.**—One second-hand cylinder hand-boring machine is wanted. Give full particulars. Address C. B. Jenkins, Charleston, S. C.

**Bridge Builders.**—G. W. Glasscock, Georgetown, Texas, wants to correspond with reliable bridge builders.

**Broom Machinery.**—Leo Taylor, Wilmington, N. C., wants to correspond with manufacturers of broom and whisk machinery.

**Cans.**—The Brewton Canning Co., Brewton, Ala., will want cans. Address T. W. Curry.

**Dry-kiln.**—The Charleston Lumber & Manufacturing Co., Charleston, S. C., needs a dry-kiln.

**Elevator.**—Jeremiah O'Rourke, supervising architect, Washington, D. C., will receive sealed proposals until June 1 for erecting a passenger elevator in the courthouse and postoffice building at Galveston, Texas. See advertisement in MANUFACTURERS' RECORD.

**Engine.**—Eugene Moore, Stephenville, Texas, will want a one or two horse-power engine, steam or gasoline.

**Engine.**—F. H. Lanham, Lebanon, Ky., wants a thirty-five to forty horse-power engine.

**Fire Apparatus.**—Braidentown, Fla., wants fire apparatus. Address the mayor.

**Fire Apparatus.**—Titusville, Fla., wants prices on fire apparatus. Address the mayor.

**Furniture.**—The Scottish Land & Improvement Co., of Lanark, Fla., wants bids for office and sleeping-room furniture for a 26-room hotel. Address in care of the Florida Bureau, Jacksonville, Fla.

**Gears.**—The J. R. Alsing Co., 60 New street, New York city, wants to correspond with manufacturers of raw hide gears.

**Heating Apparatus.**—Apparatus for heating hotel will be wanted at Southern Pines, N. C. Address S. M. Morfit.

**Heating Apparatus.**—Manufacturers of heating apparatus might find it of advantage to correspond with the Board of Trade at Savannah, Ga., as its building is soon to be equipped with heating plant.

**Ice Machine.**—The Harrodsburg Electric Light & Power Co., Harrodsburg, Ky., wants a five or ten-ton ice machine.

**Ice Plant.**—Wm. R. Bush, Lake City, Fla., wants a 10-ton ice plant.

**Iron Fronts, etc.**—W. T. Gates, Terra Alta, W. Va., wants estimates on iron fronts, galvanized cornice, window caps, etc.

**Lathe.**—The Cameron & Barkley Co., Charleston, S. C., wants prices on a good second hand engine lathe, 32 to 36-inch swing, eight to 10 foot bed. Address C. B. Jenkins, vice-president.

**Lathe.**—The Electric Machine Works, 204 Dexter avenue, Montgomery, Ala., wants a second-hand 24 or 30-inch lathe cheap.

**Lighting Plant.**—Apparatus for lighting hotel will be wanted at Southern Pines, N. C. Address S. M. Morfit.

**Locomotive.**—The Cameron & Barkley Co., Charleston, S. C., is in the market for estimates on a second hand locomotive for three-foot gage, with cylinders about 12x18 to be guaranteed in first class order. Address C. B. Jenkins, vice-president.

**Locomotive and Coaches.**—John L. Marvin, receiver of the Jacksonville & Mayport Railroad, Jacksonville, Fla., has been directed by a court order to purchase an engine and three passenger coaches.

**Lumber mill Machinery.**—F. H. Lanham, Lebanon, Ky., wants one 60-inch circular saw mill, right-hand, without saw; one 24 inch single-roll surfacer, one eight-inch four sided molder, two rip saws, one single cut off saw, one scroll saw, one universal woodworker, one single spindle reversible shaper and one lathe mill; new or second-hand in first-class order.

**Machine Tools.**—The Demorest Machine Works, Demorest, Ga., wants to buy second-hand machine tools and machinery.

**Machine Tools.**—L. C. Heminger, Bowling Green, Ky., wants to buy (second-hand) a 24x4 planer and matcher, a tenoning, sawing and boring machine for framing work, a milling machine and a single-gear 20 to 24 inch drill press; will test machines and pay cash.

**Machine Tools.**—James Degnon, Sequachee, Tenn., may possibly want punches, drop-hammers, etc.

**Mill Supplies.**—W. T. Thomas, Box 109, Westfield, N. Y., wants prices on mill supplies.

**Pipe.**—Eugene Moore, Stephenville, Texas, may want 3000 to 4000 feet of two and three-inch iron water pipe.

**Pipes and Pumps, etc.**—The Carliss Well Co., Memphis, Tenn., will want cast-iron pipe (eight-inch mains), duplicate duplex pumps, hydrants, valves, etc.

**Printing Press.**—The Royal Bay Manufacturing Co., Charleston, S. C., will buy a printing press.

**Printing Press and Supplies.**—The Atlanta (Ga.) Times Publishing Co. will purchase web perfecting press and general supplies for printing-house. Address Chas. D. Ocain, manager, Bridgeport, Conn.

**Pulleys, etc.**—F. H. Lanham, Lebanon, Ky., wants wood-split and iron pulleys and thirty-six feet of two and one-sixteenth line shafting.

**Rails, etc.**—G. W. Glasscock, Georgetown, Texas, wants to correspond with manufacturers of railroad iron.

**Roofing.**—The Richlands Lime & Lumber Co., Bluefield, W. Va., will be in the market for about seventy squares of corrugated or flat iron roofing. Quote prices delivered at Bluefield.

**Roofing.**—The Harrodsburg Electric Light & Power Co., Harrodsburg, Ky., wants 5000 feet of roofing (iron preferred).

**Roofing, etc.**—F. H. Lanham, Lebanon, Ky., wants thirty-six squares of iron roofing and fifty squares of iron siding.

**Saw Mill.**—The Hope Lumber Co., Marshall, Texas, will buy outfit for double-band mill, including carriage, log haul, steam centre deck, loader, edger, trimmer, slab slasher, etc.

**Saw-mill Outfit.**—J. T. Kuhns, Kuhn's, Miss., wants a Dubb saw mill, with three-saw gang-edger, cut-off saw, turner, two-saw log-trimmer etc.; second-hand will do if cheap and in good order.

**Scales, etc.**—J. B. Thomas, Louisville, N. C., wants to buy platform scales and trucks for loose tobacco warehouse.



**Shingle Machinery.**—J. M. Britton, England, Ark., will likely want shingle machinery.

**Tanks.**—Eugene Moore, Stephenville, Texas, will want several large water tanks.

**Telephone Equipment.**—The Kingwood & Cranberry Telephone Co., Kingwood, W. Va., will want forty miles of No. 9 or No. 10 galvanized steel telephone wire, brackets, glass, insulators, possibly twenty or twenty-five electric telephones, switch for 20-wire central station, etc. Address Julius K. Monroe, president.

**Telephone System.**—W. B. Miller, secretary, Salisbury, Md., wants estimates on the construction of a complete telephone system of seventy-five to 100 telephones.

**Tents.**—The Kennedys & Morelock Stave Co., Wynne, Ark., wants cash prices on circular 12-ounce duck tents, with seven-foot wall, three sizes, sixty, eighty and 100 feet in diameter, all complete, ready to set up.

**Wagon Works.**—The Ouachita Wagon Factory, Monroe, La., wants complete equipment of machinery for wagon building.

**Water Supply.**—Sealed proposals will be received until May 28 for all the labor and materials required for new water supply for the United States Marine Hospital at New Orleans, La. Address James M. Gassaway, custodian. See advertisement in MANUFACTURERS' RECORD.

**Water-works Equipment.**—W. E. De Long, contractor, Bastrop, Texas, may possibly need equipment for water works, such as three miles of pipe, 14x10-foot standpipe, pumps, etc.

**Wire Mat.**—Lazarus & Co., Pocahontas, Va., want to buy a wire mat about twenty-four feet long.

**Woodenware Machinery.**—L. S. Dawes, P. O. Box 702, Tampa, Fla., wants a machine for cutting wooden butter dishes.

**Woodworking Machinery.**—The Houston Cypress Cistern Co., Houston, Texas, wants prices on machinery for making cypress cisterns.

Crites Bros., Belington, W. Va., want to contract with some Baltimore dealer for the sale of the box stuff from their lumber plant.

Equipment of hotel furniture will be wanted at Southern Pines, N. C. Address S. M. Morfit.

Mr. H. G. McCall, P. O. Box 628, Montgomery, Ala., desires to correspond with shuttle and bobbin manufacturers with a view to selling them some dogwood logs.

## TRADE NOTES.

THE Lowell Machine Shop, of Lowell, Mass., will furnish the machinery for the new Long Shoals Cotton Mills at King's Mountain, N. C.

H. W. JOHNS'S "Asbestos" liquid paints are used on many of the large hotels, summer resorts and other public buildings, notably the United States Capitol at Washington.

THE Geo. Place Machine Co., of New York city, has removed its offices from 120 Broadway to 145 Broadway and 86 Liberty street, where it will be pleased to have customers call. A full line of metal-working machinery is on hand. Send for latest list.

THE Vulcan Iron Works, of Hillsboro, Texas, has just completed its plant at a cost of \$20,000, and is prepared to do all kinds of machine and repair work. Plenty of work is already on hand and a good quantity is in sight, notwithstanding the dull times. Mr. H. P. Collins is manager of the company.

THE Pettie Machine Works, of Newton Upper Falls, Mass., has received an additional order through its Southern agent, the Charlotte (N. C.) Machine Co., for revolving flat cards and drawing frames from the Pacolet Manufacturing Co., Pacolet, S. C. The Pacolet Company will now have over 100 Pettie revolving flat cards in its mill.

WINTER'S PATENT WHARF DROPS.—In March, 1892, the Wilmington Steamboat Co. ordered two of the Winter's patent wharf drops of the American Ship Windlass Co., Providence, R. I. In December, 1892, it ordered two more of these wharf drops, and it has now ordered another one for a passenger gang-plank. Having tried these drops, it knows just what they are, and is so well satisfied that it continues to order them. There is scarcely a steamboat company in the country but what could save money by using these wharf drops.—Philadelphia Commercial List and Price-Current.

THE Florida Development Co., of Avon Park, Fla., is offering for sale the remaining 470 shares of 2500 shares of treasury stock at par value, \$10.00 per share. The stock is sold to complete the purchase of some desirable lands adjoining the present property of the company. The record of this concern during the three years of its existence indicates the solid and profitable nature of its business. On a capital stock of \$175,000 the net earnings were \$31,381.50. The company has issued no bonds and has no mortgages. It is paying a regular dividend of 10 per cent., and, with the growing value of its property, promises even better returns.

## The Naphtha Launch Becoming a Great Source of Amusement.

The popularity of the naphtha launch is on the increase in Savannah, and fortunate are the friends of those who own them, for there is hardly a more agreeable or delightful way of spending a day than upon the water in one of them.

The number of them owned in Savannah has increased considerably in the last year or two. They are easily managed, can go in almost any water and are in many instances so comfortably and luxuriously fitted up that there is everything to add to the delight and pleasure of a day or two spent on one of them, while there is nothing to detract from it.

Many of the members of the Yacht Club own them, and others are talking of getting launches, as, after one or two trips, if they can afford it, they do not want to be without them. One of the prettiest and handsomest owned by a member of the Yacht Club is the Moselle, which belongs to Major W. A. Wilkins, of Waynesboro.

Among other members of the club who have launches are Messrs. George J. Baldwin, J. A. G. Carson, W. M. Dent, A. S. Bacon, L. T. Turner, A. C. Wyly and F. S. Lathrop. They form quite a fleet when they are upon the water together. It is expected that there will be some nice additions to the fleet this summer and next.—Savannah (Ga.) News.

These naphtha launches are made by the Gas Engine & Power Co., Morris Heights, New York city. They are becoming very popular in Southern waters, in many cases for business purposes as well as for pleasure. The company will send catalogues to anyone interested.

## Excursion to Washington via Pennsylvania Railroad.

Tickets \$1.25 for the round trip will be sold Saturday and Sunday, May 12 and 13, good for return until following Monday, inclusive.

## Middle and Back Rivers—Extra Sunday Train Service.

The Pennsylvania Railroad Co., for the accommodation of those desiring to take an outing in the country on Sunday afternoon, has arranged to stop on Sundays its 1.20 P. M. train from Union Station at Biddle Street, Back River and Middle River Stations.

## Special Round-Trip Rates Between Baltimore and Washington via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces that for the better accommodation of parties traveling together, the following reduction in rates will be made between Baltimore and Washington: Parties of twenty-five to forty-nine, \$1.50; fifty to seventy-four, \$1.40; seventy-five to ninety-nine, \$1.30; 100 or more, \$1.20; tickets good for two days. Children under five years of age free; between five and twelve years, half of the above rates. A special car will be furnished for the use of thirty or more persons traveling together in one or both directions, and arrangements can also be made for special trains. For full information as to rates, special cars and special trains apply to or address S. D. Kennedy, passenger agent Baltimore district, N. E. corner Baltimore and Calvert streets, Baltimore, Md.

## Atlantic City.

Numbers of visitors are now being attracted to the Queen City by the Sea to enjoy the pure and invigorating air, the balmy breezes tempered by the Gulf Stream and the multitude of attractions of the popular American watering place—Atlantic City. The board walk, which is a distinctive feature of this resort, now presents daily a panorama of almost an endless procession of humanity. The hotels in the evening convey a most attractive picture of social enjoyment and inviting comfort. The train service of the Pennsylvania Railroad presents the quickest and most comfortable ride to and from this resort. From Baltimore (Union Station) the 12.53 and 4.10 A. M., 12.05 and 1.20 P. M. trains week days, and on Saturdays the 10.45 A. M. train make close connection with trains from Philadelphia (foot of Market street) over the company's double line to Atlantic City. Returning, express trains leave Atlantic City at 7.35 and 9.00 A. M. and 3.55 P. M. week days, 4.00 and 5.30 P. M. Sundays only, closely connecting at Philadelphia with trains for Baltimore. Excursion tickets are now on sale at all the company's principal ticket offices.

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READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

## Reduced Rate Saturday and Sunday, May 12 and 13—Excursion to Washington via Pennsylvania Railroad.

On Saturday and Sunday, May 12 and 13, the Pennsylvania Railroad will sell at all their principal ticket offices in Baltimore excursion tickets to Washington and return, valid for going trip on all regular trains, good for return passage until the following Monday, inclusive, at the low rate of \$1.25 for the round trip.

## PUBLIC SALE.

The Commercial National Bank of Detroit et al., complainants, vs. the Buckhannon River Lumber Company et al., defendants.—In Equity.

In pursuance of a decree entered in the above styled cause by the Circuit Court of the United States for the District of West Virginia, continued and held at Wheeling, in said district, on the 2d day of May, 1894, I will sell at public sale to the highest bidder, at the front door of the United States court house, at Wheeling, West Virginia, on Thursday, the 7th day of June, 1894, at 11 o'clock a. m., all the property of every kind and character of said Buckhannon River Lumber Company, scheduled in the said decree as follows:

145 acres of land, known as the Burr tract.  
66 acres of land, known as the Nick Ours tract.  
80 acres of land, known as the Vandiger tract.  
164 acres of land, known as the Morgan Morgan tract, subject to a vendor's lien of \$1,278.00 with interest at 6 per centum from February 5, 1891.

Lots Nos. 16 and 29 with the buildings thereon at Shelbyville.

100 acres of land, known as John Myer's land.  
2,771 acres of land, known as the Woods, Cressap & Brannon tract, and adjoining the 920 acre tract of land hereinafter mentioned, subject to a vendor's lien of \$16,799.84, with interest on \$5,299.98, part thereof, from October 15, 1893, and on \$5,599.98, part thereof, due without interest, October 15, 1894, and the residue, \$5,599.98, due, without interest, October 15, 1895.

882 acres of land, known as the Karrickhoff tract, consisting of three separate parcels.

166½ acres of land, known as the Hooker land.  
920 acres of land, known as the Crawford tract.  
100 acres of land, known as the Greynolds tract, on Jenks Fork.

Bean's Island lease.

Lots 4, 8, 14, containing 8½ acres of land, in addition to town of Buckhannon, on which office and mill buildings are located.

182 poplar, 6 ash, 6 cucumber and 6 cherry trees branded on lands of George Zickafosse, above mills of Work, Wilson & Co.

308 poplar, ash and cucumber trees on lands of Sampson Maher, all branded, and 42 trees on lands of Joseph C. Bailey, not branded.

All the poplar and cucumber trees on a tract of 100 acres of land, purchased of Caleb B. and David R. Smith by contract at the price of \$1.25 per thousand feet, on which \$128.99 has been paid.

All the oak, poplar and pine bought of S. W. Tenney at \$2.00 per thousand feet for poplar, \$1.75 per thousand for oak, and \$1.25 per thousand for pine, on which \$40.00 has been paid.

All the poplar, ash and cucumber on land of Christian Balli, bought at the price of \$1.25 per thousand feet, and on which \$50.00 has been paid.

All the poplar, ash and cucumber on the land conveyed to Mary D. Smith by Hodges, bought at \$1.50 per thousand feet, and on which \$104.63 has been paid.

All the poplar on 150 acres of land on the Kinsey Ward farm, by contract, of J. C. and W. O. B. Ward, at \$2.00 per thousand feet, and on which \$384.22 has been paid.

All the poplar and cucumber trees on a tract of 100 acres bought of George O. Clark at \$2.50 per tree, and on which \$175.00 has been paid.

All the poplar and cucumber now on 75 acres bought of Sampson Zickafosse.

30 poplar trees on waters of the said middle fork on land known as Ezra Snyder land.

Timber to the value of \$75.60 on land of Aaron Morgan, on said Jenks Fork.

All the poplar, cucumber, ash, red oak and white oak on land of George W. Zickafosse, by contract on which \$139.70 has been paid.

All the poplar, cucumber, ash, hick, red oak and white oak and chestnut on land of Alcinda D. Clark.

All the accounts, claims and notes due the said company outstanding and uncollected at the date of sale, including the claim against Work, Wilson & Company and the account against Henry L. Davis.

The saw mill, planing mills, dry kilns, water pump, electric light plant, office furniture, blacksmith shop, engines, boilers, dynamo, machinery, shafting, belting and all fixtures and appliances. House and lot on land of Levi Leonard in the town of Buckhannon.

All the manufactured lumber in the yards at Buckhannon, together with the manufactured lumber on the line of the West Virginia & Pittsburgh Railroad.

All the oak and other logs in the Buckhannon river.

The logging train, including locomotive, 29 cars and all the steel rails, frogs and switches.

The tram, elevated side tracks and trams, 11 tram road trucks and 6 sets of wheels and axles.

And a horse, harness and wagon.

And with such sale all rights of said company for ingress and egress to the said mill of said company at Buckhannon, with its railroad tracks, sidings, switches and track ways, railroads, rolling stock, tram roads and ways wherever owned by said company.

All the lands will be sold subject to vendor's liens thereon.

Terms of sale: One-fourth cash in hand, residue in equal installments, at one and two years, with interest. Notes with good personal security to be given, and title to be retained until the whole purchase money has been paid.

The property to be sold, as directed by said decree, will be offered for sale in three parcels; or as a whole, as shall be most advantageous.

Further particulars may be had by applying to the undersigned at Parkersburg, West Virginia, or at the office of the company at Buckhannon.

F. M. DURBIN,  
Receiver.